THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Yes, Mr. Minister.

SHRI SUBRAMANIAN SWAMY: Is it in response to my statement yesterday about the petroleum stocks?

STATEMENT BY MINISTER

Restriction on use of Government Vehicles ana Certain Other Measure

THE MINISTER OF FINANCE (PROF. MADHU DANDAVATE): Madam. As the Hon 'ble Members are aware, the situation in the Middle East is likely to affect availability of petroleum products. International prices are also likely to be adversely affected. This will put pressure on our Balance of Payments. Fortunately, even before the Middle East crisis, the Government had already initiated action to reduce the rate of growth of oil consumption and create awareness in the country regarding the need to conserve petroleum. Thus, certain measures were announced in the Budget, and also later by the Ministry of Petroleum. After unbridled growth in oil consumption and imports in the past 3/4 years, it was expected that actual success in reducing the consumption would take some time.

2 The situation in the Middle East, however, makes it imperative that we now reinforce our determination to reduce consumption of oil products, and do so immediately.

3. We can cope with the present situation if all of us together agree to make a small sacrifice. As part of a programme for curbing the demand for oil, it has been decided that Central Government (staff Cars /vehicles will not be used on Sundays. Public Sector units will follow the same rule on Sundays. State Governments are also being requester to adopt this rule. The quota of petrol for cars of Ministers in the Central Government is also being reduced by 20 per cent.

4. Greater emphasis has to be given to the development of the public transport as against use of personal cars. 1 propose to increase the excise duty on motor cars by 10 per cent ad *valorem* (from the existing level of 40 per cent to 50 per cent). Notification to give effect to this proposal with effect from today will be laid on the Table of the House in due course. The rate of depreciation is also being reduced from the present rate of 33.33 per cent to 20 per cent in respect of motor cars, purchased on or after 1-4-1990, other than taxis.

5. At the same time, I would like to ask the general public, business, industrial and all other establishments to voluntarily give up the use of their cars for one day of the week. They can choose any fixed day of the week, Government will urge families, schools, colleges and communities to make a public resolve that the country is willing to make his small sacrifice. Public efforts in this direction are much better than a directive from the top. Our people have coped with several severe droughts, such as, in 1965-66, 1979 and 1987. We have also met wars and other challenges voluntarily. We can manage the present situation also and turn it around with small effort by every one individually and collectively.

SHRI JAGESH DESAI (Maharashtra) : Madam, before you call upon hon. Members to seek clarifications, 1 would like to point out just one thing. We were informed at 2.30 p.m., that the Finance Minister was going to make a statement We got the information at 2.30 p.m. I was the first person to give my name. But I was surprised to find that some names were already given at 1 pm itself when we were informed only at 2.30 p.m. that the Minister was going to make.

[Shri Jagesh Desai]

statement. How did it happen that some names were given even at 1 p.m.? If, in this manner, it is leaked out to some favoured Members, I am deprived of 'my right. I strongly object to this. I should, therefore, be called first as I was the first person to give my name at 2.30 p.m.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): I will find out what happened and I will let the Members know *(interruptions)*.

SHRI JAGESH DESAI: It is here. *[Interruptions).*

THE VICE-CHAIRMAN (SHRIMAT1 JAYANTHI NATARAJAN): Let the hon. Minister spsak. *(Interruptions)*

PROF. MADHU DANDAVATE: I do . not mind his speaking first. It is a genuine point (Interruptions)

PROF. CHANDRESH P. THAKUR (Bihar): Madam, on a point of order. It is a related issue. There are two aspects. One is the procedural question. Can some names come before ' the announcement that the Minister is ■ going to make a statement? It is not a simple announcement. It is an announcement which has financial implications, fiscal implications. If the information has been shared with somebody before it is formally announced in the House, it is likely to be misused. Now, is there a guarantee that no such thing has happened, nobody had the benefit of misusing this private information, shared by the Minister with the persons concerned. to the disadvantage of somebody and to the advantage of some interested section in the society? Unless such a guarantee is there, a solemn guarantee, a' credible guarantee, there is the likelihood of this issue acquiring privilege implications, *(Interruptions)*

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Now, 1 have called the Minister, (Intemtp. tions)

श्री जगदीश प्रसाद माथुर (उत्तर प्रदेश) : महोदया, यह आज का सवाल नहीं है, हमेशा होता है । कहीं न कहीं गड़बड़ है ।

प्रो० मधु दण्डवते : कोई गड़-बड़ नहीं है । मैं बताता हूं ।

SHRI A. G. KULKARNI (Maharash tra): Madam, I am on a point of order *(Interruptions)*.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): I have called the Minister, please. *(Interruptions)*

SHRI A. G. KULKARNI: 1 strongly protest.. .

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): I will allow you later on *(Interruptions)*

SHRI A. G. KULKARNI: It has become a practice with the Secretariat of leaking the information. *(Interruptions)* I strongly protest . *(Interruptions)*

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Let the hon. Minister speak. *(Interruptions)*

SHRI SYED SIBTEY RAZI (Uttar Pradesh): Madam, the point of order has to be dealt with by the Chair and not by the Minister.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Kindly allow the Minister to speak. *(Inter, ruptions)*

Mr. sibtey Razi, I have recognised the Minister and I have called upon him to speak. It is the discretion of the Chair. *(Interruptions)* Mr. Nara-yanasamy, kindly allow the Minister to speak. You can have your say after he has spoken. *(Interruptions)* He had already raised a point of order. *(Interruptions)*

PROF. MADHU DANDAVATE: Madam.. I did not get up on my own

You wanted me to clarify the point. Therefore, I stood up. I think, there should be absolutely no doubt...

SHRI A. G. KULKARNI: No doubt.

THE VICE-CHAIRMAN (SHRIMAT1 JAYANTHI NATARAJAN): Let him speak.

PROF. MADHU DANDAVATE: When the Chair said that I should clarify, 1 got up. I ;am loyal to the Chair. Is that my crime?

SHRI SYED SIBTEY RAZI: It is not a crime.

SHRI A. G. KULKARNI: In princi ple, I agree with you.

PROF. MADHU DANDAVATE: Even in practice, you will agree with me. Please listen to roe. I think, two Members raised a very legitimate Point. I will clarify it. After the clarification, there will be no difficulty. It is a very sensitive issue. Right from today, the new excise duty will come into operation; so also the rate of depreciation. Now, if we were to ask the Secretariats of both the Houses to place the matter on the agenda,. .

SHRI JAGESH DESAI: That was not ray point.

PROF. MADHU DANDAVATE: I am coming to your second ploint.

SHRI JAGESH DESAI: We were informed at 2.30 p.m.,..

PROF. MADHU .DANDAVATE: I am. coming to your point. Please listen to me.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN); Let him finish, Mr. Jagesh Desai.

PROF. MADHU DANDAVATE: There is no method of communicating my views silently. That is why I have to speak. I will clarify that point. I am not "leaving out any point.

Firstly, as it 'was necessary in the case of such an announcement, I sent a letter to the Presiding Officers of boh the Houses that this is secret and confidential. If it is known that the excise duty is going be raised, many members who are purchasing cars... they would make manipulations outside. Therefore, a confidential letter was sent to the Speaker. Now I will tell how it came here. I made the statement. *(Interruptions)* Please listen to me. You can atack me, does no matter. Therefore, I requested the presiding authority of the other House that the matter was very sensitive and after this I had to go to the other House, I had to make the statement even in the Rajya Sabha. Kindly allow me to read the statement as early as possible. There were some Members of the Rajya Sabha even in the Gallery.

SHRI JAGESH DESAI: I never; said like that. I can understand the importance of the matter, but...

PROF. MADHU DANDAVATE: Let me say. I made the statement at 1.-45 in that House and I had seen some Members of the Rajya Sabha even sitting in the Gallery. The entire press came to know. You will be surprised to know that some of the press people contacted Rajya Sabha Members to know their reaction. They also contacted the Members of Lok Sabha. So, there is nothing. As far as he notices are concerned, the entire House in the Lok Sabha and through them even others knew that this had come.

SHRI JAGESH DESAI: But we were told only at 2.30.

श्री सुरेन्द्रजीत सिंह अहलुवालिया (बिहार) : एक बजे कैसे लोगों ने नाम दे दिये क्लैरिफ़िकेशन पूछने के लिये जब कि लोगों को पता ही नहीं था ।

श्री अटल बिहारी वाजपेयी (मध्य प्रदेश) : लोक सभा में वक्तव्य हो गया और मेंबरों को पता चल गया कि लोक सभा

[श्री अटल बिहारी वाजपेयी]

में हो गया और राज्य सभा में होने वाला है । इसलिये उन्होंने नाम दे दिये । इसमें कोई बुरा नहीं हुआ । बिना बात के मामला खड़ा करते हैं ।... (व्यवधान)

PROF. MADHU DANDAVATE: I will quote my own experience. Some times on important matters I have come to the Gallery of the Rajya Sabha, listened to certain statements made and I have myself rushed to the Secretariat to give notice. I have myself given notices like that. Vete rans are sitting here. Atalji is sitting here. Ask any one. After the state ment is made in one particular House we have also sent names in the other House. Anyway I do not blame the Secretariat. This was the procedure followed and as a result of this it has happened. Now I have already read out the statement. (Interrup tions)

SHRI JAGESH DESAI: I am not at all satisfied.

THE LEADER OF THE OPPOSITION (SHRI P. SHIV SHANKER): We accept every word that has fallen from the hon. Minister. There is no question of finding fault with the Secretariat also. It is possible that some Members who were sitting there might have come and given their names. Nobody is objecting to that and I would not object to it, but once it is announced here, then it is a legal announcement that the statement will be made. So, the names must be put seriatim after 2.30. That will be a better approach, a good convention.

PROF. MADHU DANDAVATE: I have heard the Leader of the Opposition. As a Member of Parliament, as a procedure I say this is a perfect procedure and this can be followed.

SHRI RAJ MOHAN GANDHI (Uttar Pradesh); Madam, Madhuri, the hon. Minister, when he spoke of his letter to the Presiding Officers of the two Houses, I think by a slip of the tongue he did say, "Perhaps members might have take advantage of the information". I am sure he would not have meant it.

PROF. MADHU DANDAVATE: I said that some Members were sitting in the Gallery of the Lok Sabha and they heard my statement.

श्री अटल बिहारी वाजपेयी: आपने अपने वक्तव्य में कहा कि कुछ मेंबरस जो कारें खरीदते हैं वे... (व्यवधान)...

PROF. MADHU DANDAVATE: Let me clarify. If I have conveyed by implication that I meant Members of Parliament purchasing motor-cars, not at all. I meant that whoever is a customer who wants to purchase, manipulations would take place. And if at all I have conveyed that impression that I have cast aspersions on any one of you, I give my unqualified apology to you.

डा० रत्नाकर पाण्डेय (उत्तर प्रदेश) : उपसभाध्यक्ष महोदया, मंत्री महोदय ने कहा कि... (व्यवधान)... कार का उपयोग नहीं करेंगे ।... (व्यवधान)... सारे मंत्री साइकिल पर आवें । मंत्री महोदय संसद सदस्यों को साइकिल प्रोवाइड करें ताकि हम लोग संसद में साइकिल से आवें। आदर्श हमें खुद स्थापित करना होगा और सारे मंत्री, मंत्रालय के अधिकारी संसद में साइकिल से आवें । हम लोगों को साइकिल दी जाए हम लोग भी साइकिल से संसद में आएंगे । मंत्री महोदय हम लोगों को साइकिल प्रोवाइड करें । आदर्श सर्वोच्च सदन से स्थापित होना चाहिये । (व्यवधान) एक बार अटल बिहारी वाजपेयी जी बैलगाड़ी से संसद में आए थे। प्रधानमंत्री जी पैदल आए (व्यवधान) केबीनेट मंत्री साइकिल से आवें और स्टेट मिनिस्टर्ज और डिप्टी मिनिस्टर्ज मोटर-साइकिल से आवें और हम सांसद साइकिल से आवें । इसकी व्यवस्था मंत्री महोदय करें (व्यवधान

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): Please sit down, Dr. Pandey. Please let us have order in the House. Yes, Mr. Bhandare. That is enough, Dr. Pandey. Please sit down. Mr. Bhandare. That is the last one and I am not allowing any more. What is your point of order?

SHRI MURUDHAR CHANDRA-KANT BHANDARE (Maharashtra): Madam, let me say that because of the resource crunch, it may not be possible for hon. Minister, Prof. Dan-davate, to give him a cycle, but I want to give Dr. Ratnakar Pandey a cycle at my own expense so that he can come on bicycle.

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): What is your point of order, Mr. Bhandare? Please come to your point of order.

SHRI MURLIDHAR CHANDRA-KANT BHANDARE: I come to my point of order which is a more serious thing. Prof. Dandavate is quite right that this is a very very sensitive matter and if it had leaged out pro-bably people would have shown bogus sales of cars and saved a lot, because for a car which costs Rs. 2 lakh, it means Rs. 20,000 are saved. So I want to say that in view of the sensitive nature of this, is it not in order that this statement is made at the earliest on the given day — i.e. at twelve o'clock because you cannot do it before twelve? When you make the statement there at 2.30 and at five o'clock here, there is ample room for manipulation for the whole day. I am only requesting you that it is not advisable to make such announcements late in the day.

SHRI KAMAL MORARKA (Rajas-than): It was made at 12.45 there.

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): All right. Now I will call Dr. Sivaji.

DR. YELAMANCHILI SIVAJI (Andhra Pradesh): Madam, I am glad that the hon. Finance Minister has come out with a statement putting restrictions on the movement of Government vehicles. In this connection, I would like to seek the following clarifications.

In Pandaral Rloac\ if four Joint Secretaries are residing in the same building, four cars go down to bring these officers to office. So instead of four cars going to the same place, will the Minister consider deployment of matador vehicles to pick up all the officers just as we are doing for the Members of Parliament?

Government is offering loans to the officers to purchase vehicles and at the same time Government is allowing them to use Government vehicles. So for those officers who have availed of Government loan to purchase a vehicles, the facility of Government vehicle may be withdrawn.

In order to encourage officers to have their own cars, it is desirable to provide loans at differential rate of interest and at the same time give them Rs. 500 or so per month as an allowance for the car, instead of engaging other Government vehicles and drivers etc. So instead of these things, some loan may be allotted to officers as well as an allowance so that they can be more vigilant and restrictive in their movement in vehicles.

Then I want to know whether the statement issued by the hon. Finance Minister is accompanied by administrative orders or it is iust a suggestion.

Instead of Govenment cars, Government should make it a point to introduce public administrative system and public transport system to discourage the consumption of petrol. This should apply to State Governments also.

With the introduction of restrictions, private vehicle movement may be restricted in busy places like Con-naught Place so that those who want to vteit such busy places should be

[Dr. Yelamanchili Sivaji]

allowed to go there by the public transport system. So, fuel-saving .devices also should be given certain incentives.

Our road conditions are so bad -that more fuel is expended because of that and fuel saving is not possible -with-the existing road conditions. So, they may-be improved.

i. Ministers going about with three -or four cars with escorts and other things, introduced by the previous regime, may be dispensed with, and "all 'the securitymen may be allowed to travel in the same vehicle as the Minister does and the Minister may be allowed to go only in a single vehicle.

" A lorry travelling from Madras to Delhi has to cross some 500 check-posts and octroi points, and at all - these check-posts and octroi points .there is a-lot of wastage of manpower, fuel and time. So, will the .Government consider reducing the ■ number of check-posts and octroi points so that fuel can be saved in a. much: more reasonable way? Thank you.

...SHRI JAGESR DESAI: Madam ...vice-Chairman, first of all I agree with the Finance Minister that we should make all-out efforts to see that petrol is conserved. As far as the balance of payments position is concerned; if my memory is correct, by the-end of July it has come down to Rs. 4,800 crores. The Prime Minister has been saying that with the increase of one dollar per barrel, the extra cost will be Rs. 200 crores every year. A barrel worth $18, as the Minister has stated earlier, has now gone up to $30 in cost, which means it has increased by $12 per barrel. So, according to me, if we are going to import whatever our petroleum Requirements are, we require an additional foreign exchange of Rs. 4,800 crores and:that means all our foreign -reserves, of Rs. 4,800 crores will be wiped out by that. So, from that point of view I agree with the Minister that we should make all efforts to conserve petrol. What we want is that there should be less consumption of petrol and that is why you are increasing the excise duty.

But, when you are allowing cars to be manufactured, how are you going to get what you want and how will you get it done? So, my suggestion is this. I don't want that the public sector car manufacturing operations should be closed down because then there will be unemployment. But owners of cars which are sold after this date should not be allowed to make use of them for six months or such period the Government feels that this difficulty would be there. If that is done, then unemployment will not be there. So, for six months they should wait and those cars should not be allowed to ply.

Secondly, you have said that for one day in a week the public sector and Government departments will not use the cars except in some emergency. In this regard I have a suggestion. We should encourage the sharing of vehicles and that can be done like this: According to my suggestion, on odd dates, only cars having numbers ending with an odd digit should be allowed to ply. Say, on the 1st, car numbers ending with 1, 3, 5, 7 and 9 should be allowed to ply and, on the 2nd, only car numbers ending with 2, 4, 6, 8 and 0 should be allowed to ply. If this is done, then there will be sharing of cars and then only we can conserve some petrol. Some big people have four, six or eight cars and, so, at least, you will be able to reduce consumption of petrol on 50 per cent of the cars every day.

In the public sector also there are some industries which have to work on Sundays also and, without that, the industries cannot function. So, we have to be very careful so far as the public sector is concerned, and such of the industries ■ which require

to be run all the 24 hours or all the seven days of the week, in their case we should think over how we can do it. As far as the excise duty is concerned, as I said earlier, if you want to mobilise more resources, as far as I am concerned, my views are very clear. On diesel and kerosene there should not be any increase. If it is done on petrol which is used for commercial purposes, there you can increase it, but for rickshawalas and others which also require petrol, you should do something.

PROF. MADHU DANDAVATE: They are not included in this at all. As far as public transport rickshaws, taxis are concerned, they are not included in this at all.

. SHRI JAGESH DESAI: Because of hike in excise duty they will be affected. I am saying that for those who ply rickshaws you must have some other kind of machinery. All of a sudden I cannot talk about it.

As far as depreciation is concerned, even if you are making ■ 20 per cent, earlier also it was 20 per cent., and 33 per cent is only in the last 2 years. That is not going to help him. Here, as far as depreciation is; concerned, it should be on time basis. Even if you ply a car only for one day, you are getting 20 per cent. So, there, if you want to discourage from now only, then, it must *"be on* the time basis only. The depreciation will be given on time basis. Then olny to some extent it will be serving. But the situation is very very very very grave. Whatever the Government wants to do in this respect to conserve the petroleum products, we are with you. At the same time you have to see that the common man is not burdened, rickshaw-chalaWis not burdened, taxi-wala is not burdened. Otherwise it will go on the head of the consumer. For that purpose the Government should think that the excise duty should be only'for those vehicles. How can we do it? You should make exemption. Only for commercial purposes it should be there. ' Other-

wise, again there will be price rise. I warn you. Even if you increase te some extent, the prices will go much higher.

PROF. MADHU DANDAVATE: *Wt* are not doing it at all. Don't imagine that.

SHRI JAGESH DESAI: I would like the Minister to look into the matter.

SHRI RAJ MOHAN GANDHI: Madam Vice-Chairman, my first question is about the rule that vehicles and cars of the Government will not be used on Sundays. I would like to understand how this rule is going to help. Obviously, most Government offices do not work on Sundays. If the cars are not going to be used on Sundays, what the net saving is, I would like to understand.

Secondly, if there is a pressing, urgent, emergent type of work on Sundays, I imagine that that work will have to be done, and cars will have to be used or taxis will have to be hired for that purpose. I would like to understand how non-use of cars on Sundays will save petrol.

The same thing applies to public sector units and the State Governments. As far as the increase in the excise duty is concerned, I cannot avoid the impression that the Finance Minister is using the oil crunch to gain some extra revenue. Of course, he is perfectly encitled to do that.

SHRI SUBRAMANIAN SWAMY (Uttar Pradesh): How is he entitled to do that? It is robbery if he does
it.

SHRI RAJ MOHAN GANDHI: The Finance Minister shall has to mop up as much money as he can.

PROF. MADHU DANDAVATE: H is very small revenue.

SHRI SUBRAMANIAN SWAMY: You can do it honestly.

SHRI RAJ MOHAN GANDHI: Madam Vice-Chairman, my third point is about schools and colleges. If there, are schools and colleges that function for six days in a week, will the Minister consider giving advice 0r instructions to the schools and the colleges all over Inda that they should function for five days and not six days, and thereby save some petrol?

Likewise, there is the question of octroi. Now the Uttar Pradesh Government has abolished octroi tax. We all know how much octroi consumes oil and petrol. Perhaps the Finance Minister will like to consider that aspect as well, recommending to the State Governments, and recommending with some strength, the abolition of octroi.

My next point is, of course, the most obvious one. *Yatha raja thatha praja.* There is this practice of two three four five cars going in a convoy for security mostly. No doubt, this is something which has carried on from the previous arrangement. We do not mind it at all for those who are in sensitive positions. But, will the Government undertake a review and see whether that those who now

need security can not have 5 P.M. the same security with the security people travelling in the same car as the VIP occupants?

Finally, I feel that this oil crunch in the civiliar sector, the non-military sector, will soon become an oil emergency and we will have a situation of snatch and garb. I think the hon. Member, Shri Jagesh Desai, has rightly spoken about the rickshaws and taxis. All over India there will be a need to regulate the distribution of this increasingly scarce commodity. I would like to ask the hon. Minister what planning is going into the creation of regulations so that in this snatch and grab situation, the oil can be distributed as efficiently and as wisely as possible. Will the hon. Minister consider (1) consulting leaders of all parties; (2) involving the State Governments on this point and (3) also involving people from business and industry on this point so that administrative regulations that will be necessary to conserve petrol and use it sensibly when it becomes very scarce are made as efficient and non-trouble creating as oossible?

श्री सैयद सिब्ते रजी: मैडम, जब से हमारी सरकार को तेल के क्राइसेस का आभास हुआ है इन्होंने जितने भी इकदामात अब तक किए हैं उससे पूरे मुल्क के लोगों को यह एहसास हो रहा है कि यह सरकार अंधेरे में हाथ पैर चला रही है और इसके पास तेल के इस भयंकर क्राइसेस का सामना करने के लिए कोई भी अभी तक रणनीति नहीं बन पाई है । सब से पहले माननीय प्रधान मंत्री जी ने इस बात की घोषणा की कि इस देश के अन्दर पट्रोल की राशनिंग की जाए । मैं माननीय वित्त मंत्री जी से जानना चाहूंगा कि क्या वह समय आ गया है कि दोबारा इस पर आप विचार करेंगे? उसके बाद तेल की समस्या से जूझने वाले जो एक्सपर्ट्स थे उन्होंने यह सुझाव दिया कि परदेशी सरकारों को कुछ कोटा सिस्टम के जरिए नियमित करने का प्रयास किया जाए । लेकिन कुछ दिनों के बाद उस आइडिया को भी ड्राप कर दिया गया जिस तरह से राशनिंग के आइडिया को ड्राप कर दिया गया था। फिर एकदम से हमें पता चला कि हर इतवार को सारे पैट्रोल पंप बंद हो जाया करेंगे लंबी-लंबी लाईन्ज़ पैट्रोल पंपों के ऊपर लगी और शायद सरकार ने यह महसूस किया कि यह तरीका मुनासिब नहीं है । लोगों को बहुत कठिनाइयां हुई और आज भी सात बजे के बाद पैट्रोल नहीं मिल पाता, लेकिन काले बाजार के जरिए

हर गाड़ी चलती रहती है। पैट्रोल मिलता रहता है। जो साधारण नागरिक है वह कठिनाइयों का सामना कर रहा है शुरू में जो फाइनांस मिनिस्टर साहब का बजट आया और तेल के बारे में उन्होंने जो अपनी चिंताएं व्यक्त की उससे पता चला कि वह मांग को कम करना चाहते हैं और रेवेन्यू उस कंपेरेजन में न बढ़े तो वह उसकी चिंता नहीं करेंगे। लेकिन आज जो यह स्टेटमेंट यहां पर आया है, ...

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Please ask your clarification.

SHRI SYED SIBTEY RAZI: I am coming to the question.

उससे पता चलता है कि रेवेन्यू की ज्यादा चिंता है और बड़े ट्रिकी तरीके से रेवेन्यू बढ़ाने की कोशिश की गई है, न कि वह बजट में लाया जाता बल्कि इस नोटिफिकेशन के माध्यम से एक्साइज ड्यूटी बढ़ा कर लाया जा रहा है और जैसा कि जगेश देसाई जी ने कहा निश्चित रूप से इससे पैट्रोल की कंजम्पशन में किसी प्रकार की कमी नहीं होने जा रही है। कहीं भी इसका उल्लेख नहीं किया गया कि हम अपना इंडिजिनस क्रूड आयल बढ़ाने जा रहे हैं। डिमांड बढ़ रही है, सप्लाया की कमी है। हमारा ज्यादा हिस्सा वह इंपोर्ट करके हम पूरा करते हैं, आयात करके ही हम अपने देश की जो जरूरियात हैं उनको हम पूरा करते हैं। आप बार-बार कह रहे हैं कि बैलेंस आफ पेमेंट की पोजीसन बहुत खराब है। कब तक हमारा सारा देश, हमारी आर्थिक परिस्थितियां इस बात को बर्दाश्त करती रहेंगी कि एक बहुत बड़ा हिस्सा फारेन एक्सचेंज का जो हम को तेल की सूरत में देना पड़ता है, देते रहेंगे? पिछले 4-5 साल से दिन-ब-दिन हमारे क्रूड आयल का प्रोडक्सन कम होता जा रहा है। सरकार इस बारे में कहीं भी चिंतित नहीं है। आपने इस वक्तव्य में कहीं भी नहीं कहा है, आप ने बचाने की बात जरूर कही है, लेकिन यह बचत के जो तरीके हैं, यह बहुत निकम्मे हैं और इन से कोई हित नहीं होने जा रहा है।

आपने तेल का खर्चा कम करने का जो आह्वान किया है, हम भी उसके साथ हैं। लेकिन प्रैक्टिकलटीज जो हैं, उसके बारे में भी आप देखने की कोशिश करें। मैं यह भी जानना चाहूंगा कि क्या आप आटोमोबाइल इंडस्ट्रीज को कोई इस तरह की इंस्ट्रक्सन दे रहे हैं कि वे इस तरह की कार बनाएं ताकि तेल के मामले में जो इनसफीसिएंट स्टेजेज होती हैं, उनमें ज्यादा-से-ज्यादा कमी करें और तेल उसमें कम-से-कम खर्च हो। दूसरे डामस्टिक प्रोडक्सन की तरफ आप किस तरह से ध्यान देने जा रहे हैं जिससे जो हमारी सप्लाई है, वह बाहर से कम हो। आपने जो अपने स्टेटमेंट में कई जगह कहा है कि हम ने ये इंतजामात किए हैं क्या आप मेहरबानी कर बताने की कृपा करेंगे कि आपने जो एक्सेस लिए हैं उनका असर क्या हुआ है?

"Government had already initiated action to reduce the rate of growth of oil consumption and create awareness in the country regarding the need to conserve petroleum. Thus, certain measures were announced in the Budget, and also later by the Ministry of Petroleum."

मैं जानना चाहूंगा कि आपकी मिनिस्ट्री आफ पेट्रोलियम, मिनिस्ट्री आफ फायनेंस और आपके बजट एनाउंसमेंट ने जो इंतजामात किए हैं कि पेट्रोल

[श्री सैयद सिब्ते रजी]

पंप 7 बजे के बाद बंद रहेंगे या सेंडे को दोपहर 12 बजे के बाद बंद रहेंगे--- इन सब से हमारी कंज्पसन पर क्या असर पड़ा है । क्या इसके आपके पास आंकड़े हैं ताकि हम आश्वस्त हो सकें कि जो आप कदम उठा रहे हैं उससे पेट्रोल की खपत में कमी हो रही है । ये मेरे आपसे सवालात हैं, जिनका आप जवाब देने की कृपा करेंगे । साथ ही क्या आप विचार करेंगे कि सारे मंत्रीगण एक वैन में आया करें जिस तरह से कि सारे एम.पी. एक वैन में आते हैं । क्या जरूरी है कि मंत्री अलग स्टाफ कार में आएं सारे मंत्री एक वैन में आया करें जैसे कि सारे एम.पी. एक वैन में आते हैं । आप संडे को एमप्लाईज को स्टाफ कार बंद कर रहे हैं, तो आप कोई ऐसा सिस्टम शुरू करिए कि जिस तरह से सारे एम.पी. एक वैन में आते हैं, उसी तरह से सारे मिनिस्टर्स भी एक जगह प्राइम मिनिस्टर साहब के घर पर एकट्ठा हो जाएं और वहां से वैन में चलकर यहां पहुचा करें । मैं समझता हूं कि इससे तेल की खपत में काफी बचत हो सकेगी ।

SHRI GURUDAS DAS GUPTA West Bengal): Madam Vice-Chairman, the statement just made by the Finance Minister, I have no quarre] with -him on this because the country has to curtail the oil consumption. But (he point is that the Gulf crisis ,might have given the Finance Minister a handy tool to augment- his revenue, may be very marginally or in a small way to bridge the widening gap in the budget that he hac presented this year. It is true. This is a convenient tool he had used to bridge even marginally the widening gap of our (budget. This is a mani-oulation that he has done. If this is a manipulation that he has resorted to, it is going to be self-defeating because' Government is the largest, is the biggest purchaser of cars. If they have taken to this method of aug- tnent: their, income, then, they will \. have to spend more because Government is the largest buyer of cars and public sector undertakings are the largest buyers of cars in the market. Then, that is going to be self-defeating. Therefore, my point is that instead of resorting to the fiscal measure to put a curb on oil consumption the Government should have given a little , more , thought on physical method. It is not a question of downright or blanket oil rationing in the country but considering the many-sided evil effects of this increase in excise duty which I will be coming to later on, the Government should have given a little more thought to the physical method. Without considering that...

AN HON. MEMBER: What is that physical method?

SHRI GURUDAS DAS GUPTA: I am . coming to that. Physical method is *to* put a curb on the oil consumption of diffe rent public sector undertakings of different Government Departments. It can be done in a different way. This should, have been seriously con sidered because this increas of excise duty will lead to increase in price of the automobiles that may lead to dec line in the demand. As a result, there may be some sort of retrenchment of the labour working in the country. That is very important and the Gov ernment should consider that. The Minister had been speaking of giving concessions, giving encourage- ment to the public sector. But how he is giving this encouragement? He has only preferred to levy this additional excise duty. If he was really serious- to give a little more encouragement to the community vehicles and not the public sector vehicles, then he should have declared some sort of concession. Instead of giving any concession or relief to . the community vehicles he has only said, "I am not levying it because I want the encouragement.'" This is not the way "the Minister should have behaved in a serious critical price situation that the country is facing. Therefore,

Madam, my first question is, what is, the additional income that the Government is likely to generate by levying this excise duty? Secondly, what is the adidtional expense that the Government will be incurring annually on account of purchase of new cars Thirdly, why the Government did not think it convenient to resort to physical method? By physical method, I mean indirect physical method. Direct physical method means, putting a curb On oil consumption not buy increasing the price of a car but in an indirect way by curbing the oil consumption. That should have been done. *(Interruptions,)* It may be partial rationing. We are not afraid of rationing. *(Interruptions).* Then if the Government is really serious that there should be less use of personal vehicles, then what prevents him from declaring that henceforth, the banks will not be advancing easy loans on account of purchase of personal vehicles? What prevents the Minister from declaring that the public sector undertakings will not be advancing loans to its executives on account of purchase of personal vehicles? That should be withdrawn totally. If the Government is serious, there must be blanket withdrawal of easy credit either from the banks or from the public sector undertakings to its executives for the purchase of personal cars. That is very 'important. Lastly, more stringent measures are necessary against the misuse of personal cars

of the Government departments

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Centre as well as the States. I do not have any car of my own. On a number of occasions, I have seen the Central Government department car parked outside Kali Mandir in Calcuta at 8 A.M. in the morning. ■ No Government officer 'is required to go to Kali Mandir at 8 o'clock in the morning. His wife or somebody from his family Is going there of course. I have seen private cars parked outside the prestigious public schools of Calcutta. Therefore, instead of *going* through that tortuous process, the Minister is resorting to very easy method. This is a lighthearted easy method that the Finance Minister is resorting to face a critical situation that the "oil crisis is there in our country. Therefore, if the Government is serious, then it should be a package programme putting'a curb on the misuse'of cars, putting a serious curb on the advance of credit and also some measures to ensure that public behicles are not misused. It is mis used by everybody, not excluding the Ministers, I would like to know if the Government proposes to reduce the number of cars for the Ministers.. I do not want the Ministers to come on a. bicycle. But I 'want the number of cars allotted for a particular Minis ter to be reduced, to give the common people the understanding that the Gov ernment is serious. _

श्री शांति त्यागी (उत्तर प्रदेश) : मैडम, आज पहली दफा यह मालूम हुआ कि सरकार यह महसूस कर रही है कि तेल का संकट हो गया है क्योंकि आज तक तो यही कहा गया कि हम रूस, मलेशिया और सऊदी अरब आदि देशों से तेल मंगायेंगे और न तो कोई प्राइस बढ़ेंगे और न ही तेल का संकट होगा।

मैडम, मैं एक बात पूछना चाहता हूं । यह जानकारी मिली है कि पिछली सरकार के जमाने में अपने देश में तेल का भंडार कम से कम 5 या 6 हफ्तों का होता था और अब यह बात कही गई, पेट्रोलियम मंत्री ने बताया कि अब हमारे पास कुल 3 या 4 हफ्तों का ही तेल की सप्लाई मौजूद है । सिर्फ 3 हफ्तों की । हमारी सीमाओं पर टैंशन है, हमारी डिफेंस फोर्सिज को भी तेल चाहिए और 3 हफ्तों का आप तेल बोलते है । यह स्थिति क्यों पैदा हुई ? अगर वित्त मंत्री जी पेट्रोलियम मंत्र की ओर से बता सकें तो बड़ी अच्छी बात होगी ।

मैडम, मैं छोटी सी जमीन की बात कर रहा हूं । दंडवते जी के साथ मुझे गोवा सत्याग्रह में भी जाने का मौका मिला था । इन्होंने भी डण्डे खाये थे, हमने भी खाए थे । वह समाजवादी है, मैं जानता हूं । तो मैं

[श्री शान्ति त्यागी]

आपको जमीन की बात बतला रहा हूं कि जब सैंट्रल या स्टेट के मंत्री जिलों या सूबों में दौरे पर जाते हैं तो एक-एक मंत्री के साथ अधिकारियों और उनकी तारीफ करने वालों की कम से कम सौ सौ कार जाती हैं। यह हरेक मंत्री मानेगा, और इसे सदन में मानना चाहिए । सबसे पहली चीज आप कृपया यह बताएं कि क्या ऐसे काफिलों के ऊपर, आप तेल की खपत कम करने के लिए, कोई पाबन्दी लगाने का विचार रखते हैं । हरेक मंत्री के लिए, चाहे राज्य का हो या का सैंटर का हो। ...(व्यवधान)...

श्री राम अवधेश सिंह (बिहार) : अभी हारे हुए कांग्रेसी मंत्रियों के पीछे भी काफी कारें लगी रहती हैं।

श्री शांति त्यागी : वह भी रोकें। ...(व्यवधान)...

वित्त मंत्री जी, एक बात और सुझाव के तौर पर है, क्लेरिफिकेशन नहीं है । टाटाओं पर बिड़लाओं पर, इनकी जो इम्पोर्टेड कारें हैं लम्बी-लम्बी जो बहुत तेल खाती हैं, इनके ऊपर भी अंकुश लगाएं । क्यों गरीब पर, को मार रहे हैं? 7.00 बजे बन्द कर दिया पेट्रोल पम्प, वह ब्लैक में खरीद रहा है, तेल में मिलावट है।

आप 7.00 बजे पेट्रोल पम्प बन्द करने के आदेश वापिस लीजिये, टाटाओं व बिड़लाओं पर पाबन्दी लगाइए, मंत्रियों के काफिलों पर पाबन्दी लगाइए और यह जो अधिकारियों के घरों पर जीपें काम में लाई जाती है घरेलू कामों के लिये, इन पर पाबन्दी लगाइए। इससे खपत कम होगी । धन्यवाद।

SHRI SUNIL BASU RAY (West Bengal): Madam Vice-Chairperson, when we received the notice that the hon. Minister would make a state ment, we were given to understand that it would be regarding conservation of petroleum products. From the statement itself and from the later notice of the Finance Minister that he would lay on the Table of the House a notification, it is clear that it is actually a supplementary budget, a mini budget. After going through the statement, I really wonder what the Minister means by reducing the consumption of petroleum and, at the same time, increasing the excise **duty** on motor-cars by 10 per cent in order to earn more revenue. Unless the cost is increased still further, nobody will stop purchasing cars; otherwise; it will not help in reducing the consumption of petfoleum. In spite of the 10 per cent hike, those people who can afford to bear that hike will , still purchase and they will consume more petroleum, in spite of all these restrictions. There is not a single word mentioned in the statement on how to reduce its consumption. Next, how are we going to cut the demand for oil? There is no statement with us showing the break-up figures of oil consumption in different sectors. The sectors which consume more oil—aviation, railways, road transport are the bulk c onsu.mers and nowadays, with the introduction •of heavy machinery in mines, oil consumption there has also gone up. **How** to adjust all these? This will not be reduced. If you go to reduce the oil consumption there, transport will come to a halt and production of minerals will also come to a halt and coal will also not be available. How this situation is going to be managed, this is what I want to know from the hon. Minister. There are certain questions which I want to place before him. I think he will reply to them- I want to know the total reduction in petroleum consumption, as a result of this statement In addition to the savings we have already made, what would be the savings in terms of money? I also want

to know it in terms of production etc.—whether the automobile two-wheeler industry will have to slow down and consequently, employment will be axed; whether the supply of kerosene oil etc. to the people would remain unaffected; whether this cut—that is already prevalent—would be restored; whether effective measures will be taken to prevent adulteration of petrol and diesel; what efforts are being made to maximise our own oil production because that is the only source from which people can tap and save our economy out of this crisis.

Thank you Madam.

SHRI SHABBIR AHMAD SALARIA (Jammu and Kashmir): I would like to seek a few clarifications from the hon. Minister. Number one. He says that the use of vehicles on Sundays will be discontinued in the case of Central Government, it is submitted that if he is going to discontinue their use on Sundays then what is the diffi culty in discontinuing it tin other Pub lic holidays? The hon. Minister may kindly consider that if reduction is to be made by discontinuing the use of vehicles by staff of the Central Government why it should not be done o other public holidays also. Secondly, I would sub-mtt that the proposition that since the excise duty is increased the use of petroleum will lessen is not correct. He who can pay hundred rupees can also pay Rs. 110]- and will purchase a commodity or in the present case, a car and will use petrol also. There fore, this is not going to save petrol at all and the cars are going to be produced. A mere increase of 10 per cent is not going to deter the person who is going to purchase a car from purchasing it and also from using it. So, it appears that the hon. Minister has used this occasion for earning money to fill up the gap in the budget, which has come into being and which is already leading to increase in prices and this rise in excise duty will also have its effect. Thirdly. I submit that the honourable Minister may kindly note that no private entrepre neur will like to spend a drop of pet rol unless it is necessary for his pur poses. It is only the vehicles of the State Governments, the Central Government and the public undertakings which are driven mercilessly; they are driven for purposes other than they are meant for and more of pet rol is used. Therefore, I submit that the way out for the honourable Minister is that he should provide a limit on the maximum petrol to be used by a particular vehicle and Mi nisters and other officers, where they have more than one car, should be restricted to use only one car and the other should be withdrawn. He should also give a serious thought to the proposition now mooted that the matador system should be used to carry Government officers from place to place and bring them to offices and this should also apply to Ministers and that is the way we can save pet rol; otherwise, whatever has been said is a mere pious hope and it is not going to affect the consumption of petrol in the country. A very se rious crisis is building up and in this non-serious manner it cannot be met. Thank you.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Mr. S. S. Ahluwalia.

कुमारी सईदा खातून (मध्य प्रदेश) : उपसभाध्यक्ष महोदया, मैं कुछ सुझाव देना चाहती हूं ... (व्यवधान) रोडम, एक भी महिला अभी तक नहीं बोली है.. (व्यवधान)

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): I cannot call all the Members from the Congress. I can only call One Member.

SHRI V. NARAYANASAMY: (Pondicherry); This is a supplementa. ry budget presented by the Finance Minister. We must get an opportunity to speak.

PROF MADHU DANDAVATE: This is not a supplementary budget,

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): I cannot call all the Members. There is only one Member from each party. Sayeedaji, please sit down- I cannot call you. I can call only one Mem- from each party.

SHRI V. NARAY ANAS AMY: I am on a point of order....

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): There is no point of order. You have to take it up with the Chairman. I have no authority to do' it. I am, sorry, I cannot allow more Members from the Congress. This is the last from the Congress. I am sorry, you will have to take it up with the Chairman. I am sorry.

श्री सुरेन्द्रजीत सिंह अहलुवालिया : उपसभाध्यक्ष महोदया, हमारे माननीय मन्त्री जी श्री मधु दंडवते ने इस बयान के तीसरे पैराग्राफ में एक लाइन में ही अपनी बात कह डाली है कि हमें वर्तमान स्थिति से निपट सकते हैं यदि हम सब मिलकर थोड़ा सा त्याग करें। बहुत थोड़ा सा त्याग करने से हम सारी स्थिति से निपट सकते हैं। वह थोड़ा सा त्याग क्या है ? वह थोड़ा सा त्याग यह है कि सरकार बनाने के बाद सबसे पहले तेल की खपत कम करने के लिए इन्होंने यह काम किया कि सुबह 7 बजे से शाम 7 बजे तक पेट्रोल पम्प खुलेंगे यानी 12 घंटे खुलेंगे और 12 घंटे बन्द रहेंगे। इनका खयाल था कि उससे कंजम्पशन कम होगा ।

महोदय, मैं आपके माध्यम से मंत्री महोदय से पूछना चाहता हूं कि जब से यह प्रथा उन्होंने लागू की है, तब से पेट्रोलियम प्रोडक्टस का कितना कंजम्पशन कम हुआ है ? दूसरी बात यह है कि जब इन्होंने पेट्रोलियम प्रोडक्ट की कीमतें बढ़ाई थीं तब ईराक और कुवैत का कोई मामला नहीं था और उस वक्त कहा गया कि पेट्रोलियम प्रोडक्ट की कीमतें बढाई जा रही हैं ताकि इनका कंजम्पशन कम हो । महोदया, जो गाड़ी रखता है, गाड़ी तकरीबन सभी सरकारी अफसरों के पास है और गैर सरकारी लोग भी गाड़ी रखते हैं, तेल का दाम बढ़े या कम हो, उसको तो गाड़ी पर चढ़ना ही है । लोग तो गाड़ी पर चढ़कर मार्निंग वॉक के लिये जाते हैं। डाक्टर ने पूछा कितने किलोमीटर चलते हो ? बोले–20 किलोमीटर । दस किलो मीटर जाता हूं, दस किलोमीटर आता हूं। डाक्टर ने पूछा एक घंटे के अन्दर कैसे जाते हो ? बोले–गाड़ी से जाता हूं, गाड़ी से आता हूं। तो महोदया, पेट्रोल का कंजम्पशन कम करने के नाम पर पेट्रोल पम्प खोलने और बन्द करने का समय कम किया गया लेकिन इससे कंजम्पशन बढ़ा है, कम नहीं हुई है । अब कारों की कीमतें बढा दी गई है। जिसने कार खरीदनी है वह 10 परसेंट और ज्यादा देगा, 22 परसेंट और ज्यादा देगा, उससे कोई फर्क नहीं पड़ता । महोदया मैं आपके माध्यम से यह पूछना चाहता हूं कि क्या इस सरकार ने कार मैन्यूफैक्चरर्स पर रोक लगाई है ? तीन लाख गाड़ियां इस देश में बनती हैं जिनमें आटो रिक्शा से लेकर, टैम्पो से लेकर, मोपेड से लेकर, स्कूटर, मोटर साइकिल और कारें बनती है और जो मारुति वैन आती है . . . **(समय की घंटी)**

महोदया, इस पर तो बहस होनी चाहिए . . . (व्यवधान)

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): You make that Remand to the Chairman.

श्री सुरेन्द्रजीत सिंह अहलुवालिया : महोदया, मारुति गाड़ी जो 18 किलोमीटर एक लीटर में एवरेज देती है, क्या आपने बिड़ला को यह चिट्ठी लिखी है कि हिन्दुस्तान मोटरकार की फयूअल ऐफिशियेंसी बढ़ाई जाए जिनकी ऐंबेसेडर कार सिर्फ 10 किलोमीटर चलती है एक लीटर में और फियेट कारें सिर्फ 12

किलोमीटर चलती हैं ? इनकी फयूअल ऐफिशिएंसी बढ़ाने के लिये क्या आपने कोई नोटिस कार मैन्यूफक्चरर्स को इश्यू किया है, अगर नहीं किया है तो आयल की कंजम्पशन की कटौती आप कैसे कर रहे हैं ? आप कहते हैं कि थोड़ा सा त्याग करने के लिये तैयार हो जाइये। रविवार को सरकारी गाड़ियां नहीं चलेंगी । क्या आज तक रविवार को सरकारी गाड़ियां चलती हैं। कोई नहीं चलती, सिर्फ मिनिस्टर की कोठी पर जो गाड़ी होती है वही चलती हैं। किसी भी सरकारी अफसर के पास ड्राइवर ही नहीं होगा तो गाड़ी रविवार को कहां से चलेगी ? आप रविवार का ओवरटाइम देते हैं, रविवार को ड्राइवर को बुलाते हैं ? वह तो पहले से ही गैर कानूनी काम जो कर रहे थे उस पर रोक लगाई गई है और बहाना क्या लगाते हैं ? बहाना इसलिये मैं कह रहा हूं कि अगर आप सच्चे माने में आयल कंजम्पशन पर रोक लगाने के लिये यहां आये होते तो इस सदन में आने से पहले आपने प्रफुल्ल मोहन्ता को यहां बुलाया होता...

[उपसभाध्यक्ष (प्रो० चन्द्रेश पी० ठाकुर) पीठासीन हुए]

SHRIMATI BIJOYA CHAKRAVARTY (Assam): I object to it... *(Interruptions)*

I take strong objection to that ..... *(Interruptions)*

DR. G. VIJAYA MOHAN REDDY (Andhra Pradesh): What is this? (Interruptions) .. .. .

SHRIMATI BIJOYA CHAKRAVARTY: What is he talking, Sir? We are supplying oil to other parts of the country. .. *(Interruptions)* ..

DR. G. VIJAYA MOHAN REDDY: Sir, what he is saying is against the rules .. *(Interruptions)* ...

SHRIMATI BIJOYA CHAKRAVARTY: Sir, I take strong objection to that. .. *(Interruptions)* ..

श्री सुरेन्द्रजीत सिंह अहलुवालिया : महोदय, आसाम से जो कच्चा तेल रोका जा रहा है उसके कारण बरौनी रिफ़ाइनरी गोहाटी रिफाइनरी और बोंगाईगांव रिफाइनरी बंद होने जा रही है. . (**व्यवधान**)

DR. G. VIJAYA MOHAN REDDY: This is very unfair. Is it relevant? ... *(Interruptions)*...

SHRI S. S. AHLUWALIA: It is relevant; it is very relevant... *(Interruptions)* ... Is it not , relevant, Mr. Minister? You stand up and. say that it is not relevant... *(Inter, ruptions)*...

श्री सुरेन्द्रजीत सिंह अहलुवालिया: महोदय इनकी सरकार की जो समर्थक पार्टी है, उसने आसाम की, जो कि भारत की संपदा है, उसका कच्चा तेल रोककर तीन रिफ़ाइनरी बंद कर रखी है जो कि हमारी राष्ट्रीय संपदा है, कुवैत, ईराक और ईरान का तेल तो बाद में आएगा, पहले आप गोहाटी से तेल लाओ, आसाम से तेल लाओ और इन तीनों रिफ़ाइनरीज को चलाकर दिखाओ । तब मैं मानूंगा कि आपका स्टेटमेंट सही है ... (**व्यवधान**) जो चीज हमारे घर में है, हम उसका उपयोग नहीं कर सकते, अपनी राष्ट्रीय संपदा का प्रयोग नहीं कर सकते तो... (**व्यवधान**)

THE VICE-CHAIRMAN- (PROF. CHANDRESH P. THAKUR): ou have made your point, Mr. Ahluwalia. You please sit down now... *(Interrup) tions)*...

DR. G. VIJAYA MOHAN REDDY: Sir, I am on a point of order. ..*(Interruptions)*.; .And reference to the Chief Minister of Assam- should be deleted, fro mthe. records... (In. *terruptions)*...

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR):. I will look into the records. If there is any reference which is offensi-sfe, I will remove it... *(Interruptions)*...

SHRI SYED SIBTEY RAZI; Sir, whenver something is paid by this side, the Chair does not take it as a passing reference. Our experience has been that whenever some facts are brought on records, somebody suddenly stands up from that side and objects and the Chair says that it would go off the record... *(Interruptions)* ...

श्री सुरेन्द्रजीत सिंह अहलुवालिया : अगर अपनी राष्ट्रीय सम्पदा को राष्ट्रीय सम्पदा कहना अनपार्लियामेंटरी है तो मैं विद्ड्रा करता हूं । ...(व्यवधान) ...रानीगंज से कोयला नहीं आयेगा, गुजरात से नमक नहीं आयेगा...(व्यवधान)...

उपसभाध्यक्ष (प्रो० चन्द्रेश पी० ठाकुर): आप बैठ जाइये ।

श्री सुरेन्द्रजीत सिंह अहलुवालिया : मैं अपनी बात कह रहा हूं । मैंने जो सच्चाई बयान की उसको रोकने की कोशिश की गयी । (व्यवधान)

उपसभाध्यक्ष (प्रो० चन्द्रेश पी० ठाकुर) : आखिरी बात जो कहनी है वह कहिये ।

श्री सुरेन्द्रजीत सिंह अहलुवालिया : मेरा सीधा सा प्रश्न है कि अगर यह स्टेटमेंट देनी ही होती तो जो आज तक मैं सुनता आया हूं कि सरकार के खर्चे में कटौती करने के लिए दस परसेंट कट लगाया गया तो फिर क्यों इन नेशनल फ्रंट गवर्नमेंट की यह पहली स्टेटमेंट है जो लेजर प्रिंटर पर छप कर आयी है । इस पर खर्चा कम नहीं आता । जो हमारा इंडियन साइक्लोस्टाइल सिस्टम होता है उस पर खर्चा बहुत कम आता है । यह लेज़र प्रिंटर भाखड़ा नांगल की बिजली लेता है और उसकी बिजली उत्पादन करने के लिए फ़र्नेस आयल लगता है और वह फ़र्नेस आयल कहां से आता है ? वह भी पेट्रोलियम प्रोडक्ट है । आप पैट्रोलियम प्रोडक्ट की बात करते हैं । (व्यवधान) आप इन सबको रोकिए ।

मेरे स्पेसिफ़िक सवाल यह हैं कि आप असम सरकार के खिलाफ़ क्या एक्शन लेने जा रहे हैं जिन्होंने भारत का तेल रोका है और उस तेल के रुकने के कारण तीन रिफ़ाइनरीज बंद हो गयी है । (व्यवधान) दूसरे यह कि हिन्दुस्तान में जितने भी आटो मोबाइल के मैन्यूफ़ेक्चरर हैं चाहे वे दो चक्के वाले हों, तीन चक्के वाले हों, चार चक्के वाले हों या छः चक्के वाले हों उनको क्या सरकार ने नोटिस दिया है कि उनकी इंस्टालड कैपेसिटी कम की जा रही है । गाड़ियों की बिक्री होगी तो गाड़ियां बाजार में आयेंगी और पैट्रोल पम्पों पर पैट्रोल की बिक्री होगी आप गाड़ियों की सेल रोक नहीं सकते । आप यह बताइये पैट्रोल की खपत को आप कैसे रोकना चाहते हैं ? आप गाड़ियों की बिक्री पर 4 महीने के लिए, 6 महीने के लिए रोक लगायेंगे ? उसकी प्रोडेक्शन बंद करायेंगे जिस से पेट्रोल की खपत कम हो सके ? तीसरे क्या आप जितने कंज्यूमर हैं, कस्टमर हैं उनको राशनकार्ड देंगे जिस राशन कार्ड के जरिये पेट्रोल मिला करे ? मैं इन सवालों का जवाब चाहता हूं । (व्यवधान)

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): Let me clarify my position on two points of order.

One point of order was a reference to the Assam Chief Minister. All I said is that any pejorative reference to any particular person will be looked into and if it is pejorative it will be eliminated. So please understand. It is not a question of this party or that party. This applies to everybody. We should apply it in our statements.

However, whatever Mr. Ahluwalia is saying is that it has indications for supply and management of crude for the petroleum refineries. I am sure

the Minister will understand the implications.

PROF. MADHU DANDAVATE: We understand everything that Ahluwalia says. *(Interruptions,)*

SHRIMATI JAYANTHI NATARAJAN (Tamil Nadu); I want to know whether all these Ministers—Mrs. Maneka Gandhi and Mr. George Fernandes can go round in private planes for toppling the Government of Goa and all that. I want the Minister to find out and stop at least his Ministers from using the planes.

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): Is that a point of order, Madam? ... *(Interruptions)* .

SHRIMATI JAYANTHI NATARAJAN: That was my point of order.

THE VICE-CHAIRMAN (PROF CHANDRESH P. THAKUR): Mr. J. P. Mathur. *(Interruptions)*

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): We have got the point. Please sit down, all of you. I think the spirit of Government Statement is that all kinds of wastages should be avoided and voluntary cooperation in the conservation of petroleum products should be applied. I think we will accept that. Mr. Mathur. *(Interruptions)*

PROF. MADHU DANDAVATE: I will reply to you. You need not shout. My hearing capacity is perfectly normal.

श्री जगदीश प्रसाद माथुर : श्रीमन, खेद है कि मुझे यह कहना पड़ रहा है कि आम आदमी पर इसका प्रभाव निःसंदेह यह पड़ेगा कि एक्साइज ड्यूटी बढ़ाने का केवल बहाना ढूंढ़ा गया है । मैं मानता हूं कि सरकार का और मंत्री महोदय का यह आशय नहीं होगा । लेकिन जिस समय और जिस अवसर पर यह आया है उससे सामान्य व्यक्ति के मन पर यह प्रभाव पड़ेगा । कारण क्या है ? कारण यह है कि कुछ दिन पहले, महीना डेढ़ महीने पहले, भी पैट्रोल की खपत को कम करने के लिए कुछ पग उठाये गये थे । उस समय यह किया जाता तो शायद बात लोगों की समझ में आ जाती । लेकिन आज गल्फ की घटनाओं को लेकर, मैं नहीं कह रहा हूं, पब्लिक ओपीनियन आयल को लेकर हो गई है । मैं बड़ी विनयपूर्वक पूछना चाहूंगा कि इस गलत प्रभाव के पड़ने से रोकने के लिए सरकार क्या कर रही है, इसका कुछ न कुछ स्पष्टीकरण होना चाहिए ।

मैं मानता हूं कि इसमें कुछ बहुत बड़ा पैसा सरकार का मिलने वाला नहीं है । कुछ लोगों ने कहा कि यह सप्लीमेंटरी बजट है और घाटे को कम करने के लिए ऐसा किया जा रहा है । मैं उनसे सहमत नहीं हूं । लेकिन फिर भी मैं यह पूछना चाहूंगा कि क्या वित्त मंत्री महोदय ने अन्य मंत्रियों और संबंधित मंत्रियों और मंत्रालयों से बाकायदा सलाह करके बकायदा यह किया है ? मंत्रियों और अफसरों पर पाबन्दी लगाई गई है, लगभग उसी तरह की पाबन्दी आज से महीना, डेढ़ महीने पहले भी लगाई गई थी, मैं जानना चाहता हूं कि उस पाबन्दी को कितना बढ़ाया गया है और कितना कंजम्पशन घटा है ? अगर यह काम उसी समय किया गया होता तो इसका यह उलटा प्रभाव नहीं पड़ता ।

आपका एक्साइज बढ़ाने का आशय यही है कि कारों की खरीदारी कम हो और डेप्रिसियेशन कम करने का अभिप्राय यह है कि कम्पनियां पुरानी कारें बेचकर नई कारें न खरीदें । क्या सरकार ने यह निश्चय किया है कि सरकार और पब्लिक सेक्टर कम्पनियां नई कारें न खरीदें ? मेरा सुझाव है कि आपने पाबन्दी लगाकर इनडायरेक्टली लोगों को निरुत्साहित किया है, सरकार को स्वयं भी इस संबंध में निरुत्साहित होना चाहिए । अभी

[श्री जगदीश प्रसाद माथुर]

सरकारी खर्च में पाबन्दी नहीं है । इसलिये मेरा सीधा प्रश्न है कि क्या सरकार नई कारें नहीं खरीदेगी ? क्या इस पर विचार करेगी ? आपने कहा है कि प्रदेशों को हिदायतें दी गई है, यह अच्छी बात है । लेकिन मैं जानकारी देना चाहूंगा कि राजस्थान सरकार ने आज से दो महीने पहले ही जिन अफ़सरों के पास दो-तीन कारें रहती थीं उनके पास एक गाड़ी कर दी है । ऐसे उदाहरण अन्य प्रदेशों में भी होंगे । इसलिए मेरा सीधा प्रश्न है कि क्या इस संबंध में आपने प्रदेशों को कोई इंस्ट्रक्शन्स दी हैं ? मैंने पहले प्रश्न किया था कि अन्य मंत्रालयों से भी चर्चा हुई होगी । क्या तेल मंत्रालय यह परामर्श दिया गया है और अगर नहीं दिया गया है तो क्या दिया जाएगा कि तेल अलावा दूसरे साधन भी खोजे जायें । मैं एक उदाहरण दे रहा हूं । मेरी जानकारी यह है कि लगभग साल, डेढ़ साल पहले ओ.एन.जी.सी. के एक एक्सपर्ट ने एक रिपोर्ट दी थी । उस रिपोर्ट में सरकार से कहा गया था कि कम्प्रैस्ड गैस का इस्तेमाल किया जा सकता है, डीजल के बजाय । क्या मंत्रालय ने यह सलाह दी है ? वित्त मंत्री खाली वित्त मंत्री के नाते नहीं बोल रहे हैं, सरकार की ओर से बोल रहे हैं । तो क्या दूसरे साधनों के उपयोग के लिये कोई सलाह दी गई है या नहीं दी गई है ?

अंत में, अहलूवालिया जी ने जो सवाल पूछा है यह बहुत महत्व का है । बाकी बातों में मैं चाहे उनसे सहमत न हूं । क्या कारखानेदारों को भी इस प्रकार से आदेश या निर्देश दिये गये हैं कि वे नई गाड़ियां बनाना कम करें ? साथ ही यह बताएं कि अब तक जो एकादसादात किये गये हैं उनसे कितनी बचत हुई है, पिछले दो-तीन महीनों में, सरकार यह बताने की कृपा करे तो ये सारी बातें साफ़ होंगी ।

एक सवाल और है । देखा गया है कि शायद मेरी पार्टी में यह कम होगा लेकिन बाकी जो धनी पार्टियां हैं उनका कारों का काफ़िला चलता है । कभी 59 गाड़ियां कभी 20 गाड़ियां जा रही हैं क्योंकि इससे इम्प्रेशन पड़ता है । तो क्या मंत्री महोदय अपनी सरकार से और जो विरोधीदल की पार्टी है, मैं नाम नहीं लूंगा, अगर नाम ले लिया तो अभी शोर मच जायेगा ....(व्यवधान)....हमारे नेता की एक गाड़ी जाती है ।

एक माननीय सदस्य : उसको आप बंद कर दीजिये ।

उपसभाध्यक्ष (प्रो० चन्द्रेश पी० ठाकुर) : माथुर जी, विषय पर आइये ।

श्री जगदीश प्रसाद माथुर : खत्म हो गया । साहब, आप मेरी जुबान पर पाबन्दी क्यों...

उपसभाध्यक्ष (प्रो० चन्द्रेश पी० ठाकुर) : आप आपस में बात कर रहे हैं ।

श्री जगदीश प्रसाद माथुर : उनके नेता का नाम नहीं ले रहा हूं । सब जानते हैं कि जहां जाते हैं उनके साथ 50-60 गाड़ियां जाती हैं । तो क्या मंत्री महोदय सरकार की ओर से, हिदायत तो नहीं कर सकते हैं, अपील करेंगे कि यह शो आफ़ स्ट्रैंथ है, इस पर भी किसी प्रकार से पाबन्दी लगाई जाये ? कम से कम मैं अपील कर रहा हूं अपने दोस्तों से कि यह बंद करें ।

SHRI S. K. T. PAMACHANDRAN (Tamil Nadu): Sir, we are having a Motional Crisis. One important suggestion is,..

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): Congress Party has already exhausted its time.

SHRI S. K. T. RAMACHANDRAN: If we use alcohol, we can save petrol.

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): No out-of turn, please. You tell him privately.

You* write to him a letter giv.. ing all your suggestions. Don't waste- the time of the House. राम अवधेश जी आप कोलिये।

(Interruptions)

PROF. MADHU. DANDAVATE: I assure you, we will discuss how alcohol is to be used.

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): Discuss it while both of you are sober!

SHRI S. K. T. RAMACHANDRAN: At the time of crisis, every suggestion is important.

THE. VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): But, time is more precious.

SHRI S. K. T. RAMACHANDRAN: It is a very important suggestion. In the Second World War, with **a** mixture of 20 per cent of alcohol and *80>~per* cent of petrol, they have run the cars. If we adopt the same technology. We can save petrol, and at the same time we can discourage the drunkards. So; two purposes are served. So, the Finance Minister should see how the technology can be modified and how the cars can be usted. There is another technology. With cent per cent alcohol, the cars could be run. So, with a single stone, he can get two birds. He can enforce prohibition forcefully, and at the same time he can. save foreign exchange..

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): I do not know whether it is before- or after **alcohol.** Anyway, राम अवधेश जी आप

SHRI MATI JAYANTHl NATARAJAN: The Tamil Nadu Government is selling cheap liquor. You can make use of that *(Interruptions)*

शुरू कीजिये। THE. VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): Ram Awadheshji, you don't want to start?

श्री राम अवधेश सिंह : उपसभाध्यक्ष महोदय, मैं माननीय वित्त मंत्री जी के एक वाक्य से अपनी शंका समाधान के लिए कोशिश कर रहा हूं।

उपसभाध्यक्ष (प्रो० चन्द्रेश पी० ठाकुर) : आपका समय और लोगों ने ले लिया है इस लिए आप संक्षेप में बोलिये।

श्री राम अवधेश सिंह : मैं बहुत संक्षेप में बोलूंगा लेकिन एक दो बात जरा पते की कहना चाहता हूं और यह है कि माननीय मंत्री जी के वक्तव्य में जो बात कही गई है मैं उसी से ही अपनी बात शुरू करना चाहता हूं। वक्तव्य में यह कहा गया है कि पिछले तीन चार वर्षों में तेल की खपत और आयात में अनियंत्रित वृद्धि के बाद यह उम्मीद की गई थी कि खपत में कमी करने में वास्तविक सफलता का पता चलने में कुछ समय लगेगा। इस में आखिर माननीय मंत्री जी क्या कहना चाहते हैं शायद यह समझाएंगे कि वास्तविक सफलता प्राप्ति करने में कुछ समय लगेगा। जो पहला वाक्य है तीन-चार वर्षों में तेल की खपत और आयात में अनियंत्रित वृद्धि हुई है, यह इस बात का प्रतीक है कि जो हमारी योजना अनियंत्रित और बेढ़ंगी चली है उसी का परिणाम है कि तेल की खपत अनियंत्रित बढ़ी है क्योंकि रूस और चीन जैसे बड़े देशों में भी निजी कारों की संख्या बहुत कम है। पब्लिक ट्रांसपोर्ट, बसें आदि हर नागरिक को दो चार मिनट के अन्तराल पर मिल जाती हैं। इसके इलावा वहां कारों की संख्या कम है। लेकिन हम उनसे गरीब देश होते हुए भी हमने असंतुलित योजना बनाई। एक ओर तो कारों के उत्पादन के लिए रोज नये नये लाइसेंस देते जा रहे हैं और फिर आप चाह रहे हैं कि पेट्रोल की खपत कम हो, यह दोनों कैसे चल सकते हैं? यह दोनों परस्पर विरोधी बातें हैं। इसलिए मैं जानना चाहता हूं कि क्या सरकार के पास कोई ऐसी योजना है, क्या सरकार इस बात पर विचार कर रही है कि निजी क्षेत्र में कारों के उत्पादन पर रोक लगाई जाएगी और उसको आन्तरिक मार्केट में, हमारे

[श्री राम अवधेश सिंह]

देश की मार्केट में बेचने पर रोक लगाई जाएगी। मैं यह नहीं कह रहा हूं कि हमारे देश में कारों का उत्पादन बन्द कर दिया जाए, मेरा यह कहना है कि हम फ़ारेन एक्सचेंज, विदेशी मुद्रा अर्जित करने के लिए अपनी कारें विदेशों में बेचें। लेकिन आन्तरिक मार्केट में कारों की बिक्री और उत्पादन पर रोक लगायें। ज्यादा से ज्यादा पब्लिक ट्रांस्पोर्ट जैसे रूस में है या चीन में है, बस में ज्यादा से ज्यादा आदमी जाते हैं, हम भी पब्लिक ट्रांस्पोर्ट का प्रयोग ज्यादा से ज्यादा करें। मैं यह जानना चाहता हूं कि क्या मंत्री जी को ऐसा कोई ब्यौरा मालूम है कि रूस में कितनी निजी कारें हैं और हिन्दुस्तान में कितनी निजी कारें हैं। रूस में प्रति वर्ष कितनी कारों का उत्पादन होता है और और चीन में प्रति साल कितनी कारों का उत्पादन होता है और हिन्दुस्तान में प्रति वर्ष कितनी कारों का उत्पादन होता है। अगर हम को ऐसा सिस्टम चलाना है खाने का प्रबन्ध हो या न हो पाखाने का प्रबन्ध पहले करें तब तो (व्यवधान)

उपसभाध्यक्ष (प्रो० चन्द्रेश पी० ठाकुर) : आप विषय से संबंधित बात कहें।

श्री राम अवधेश सिंह : क्या मैं विषय से हट कर के कह रहा हूं।

उपसभाध्यक्ष (प्रो० चन्द्रेश पी० ठाकुर) : लोग क्या सोच रहे हैं, सोच लीजिए आप।

श्री राम अवधेश सिंह : यह सोच रहे हैं कि पेट्रोल की व्यवस्था है नहीं और कारों का उत्पादन रोज किये जा रहे हैं यह मैं कहना चाहता हूं। इस पर आपकी रोक लगाने की कोई व्यवस्था है नहीं। आप कहते हैं कि रविवार को मत चलाइये मैं यह पूछना चाहता हूं रविवार को नहीं चलाने से क्या पेट्रोल की खपत कम हो जाएगी? तीन लाख कारें प्रति वर्ष आप बढ़ायेंगे और कहेंगे रविवार को मत चलाइये क्या इससे खपत कम हो जाएगी? मैं यह पूछना चाहता हूं कि क्या निजी कारों के उत्पादन पर रोक लगा कर आन्तरिक मार्केट में उसकी बिक्री पर रोक लगायेंगे हमारी अर्थ-व्यवस्था असंतुलित है। कारों का दाम बढ़ा कर तो आप ब्लैक मार्केट क्रियेट कर रहे हैं। 20 फ़ीसदी बढ़ाएगे तो भी कार खरीदी जाएगी और पेट्रोल कंजम्पशन की जरूरत पड़ेगी।

उपसभाध्यक्ष (प्रो० चन्द्रेश पी० ठाकुर) : समय की कमी है। इस लिए रिपीट मत कीजिए। पुरानी बात फ़िर दोहराने की क्या जरूरत है।

श्री राम अवधेश सिंह : मान्यवर, मैंने ये दो बातें सीधे पूछी हैं। बहुत छोटे में पूछी हैं लेकिन आप लोग विस्तार में चाहते हैं . .

उपसभाध्यक्ष (प्रो० चन्द्रेश पी० ठाकुर) : मैं विस्तार में नहीं चाहता। आप समाप्त कीजिए।

श्री राम अवधेश सिंह : निजी कारों के उत्पादन और आंतरिक मारकेट उसकी बिक्री पर रोक लगाने के लिए क्या सरकार के पास कोई प्रस्ताव है?

उपसभाध्यक्ष (प्रो० चन्द्रेश पी० ठाकुर) : 6 बजने वाले हैं। आप उनका उत्तर भी चाहते हैं?

श्री राम अवधश सिंह : और दूसरी बात कि सरकारी कार का उपयोग अगर अफ़सर लोग बाल बच्चों को ढोने में लगायेंगे तो इस पर क्या कोई विजिलेंस रखने के लिए सरकार तैयार है तथा जो पकड़ा आएगा उसको सस्पेंड करेगी? अगर ऐसा कोई सख्त कदम नहीं उठायेंगे तो गाड़ियों अफ़सरों के इन कामों में इस्तेमाल होती रहेंगी और जितना पेट्रोल बचाना चाहते हैं उससे ज्यादा पेट्रोल खर्च होता रहेगा। इसके बारे में क्या कोई सख्त कदम उठाया जाएगा कि अफ़सरों के निजी काम में गाड़ियां पकड़ी जायेंगी तो उनको सख्त सजा दी जाएगी। जैसे 10 फ़ीसदी आपने उत्पादन कर बढ़ाया, वैसे ही इसमें आप

लिखना चाहिए कि उन पर भी कार्य-वाही करेंगे । इससे एक लाभ हो गया, तीसरी बात...

उपसभाध्यक्ष (प्रो० चन्द्रेश पी० ठाकुर) : और यह आखिरी बात।

श्री राम अवधेश सिंह : 10 फीसदी बढ़ाने से आपको कितनी आय हो रही है आपके एक्सचेकर में कितना पैसा आ रहा है यह मैं आपसे जानना चाहता हूं।

SHRI SUBRAMANIAN SWAMY: One wonders, what is the provocation about?

एक माननीय सदस्य : मेरा भी नाम है।

उपसभाध्यक्ष (प्रो० चन्द्रेश पी० ठाकुर) : कुछ सब्र से काम लीजिए कोई आश्वासन आपके लिए नहीं है, सबके लिए है।

SHRI SUBRAMANIAN SWAMY: There is a parliamentary party meeting on Friday . At that time they can ask questions. *(Interruptions,),* If you make it Janata Party, it is all right.

Sir, i wonder what provocation was there tor Prof. Dandavate to rush to the House with this announcement. It might be that what I said yesterday might have woken up the Government out of slumber. If indeed it is a reali_ sation of that kind, I would welcome it, but I would like the Minister to assure the House that by this method the saving that would be effected in petrol would be used for stocking and would not be used merely to cut and reduce the intake or the import of petrol. The world over many countries are now stocking. In fact, the United States which can be self-sufficient in oil, does not extract it from its soil. It tries to use the oil of other countries. For us also even if the Assam boys do not allow oil to come, it is not going to go anywhere, it is going to be in the ground, it is a natural stock. So, I would like you to assure us that as far as defencs is concerned, you will not put **tham** under any difficulty and that you would divert all the saving that you will make in petrol for the purpose of defence. Now those who betrayed the 1942 revolution did not get excited. *(Interruptions)* I said, those who betrayed the 1942 Quit India movement did not react, I am very happy to see that.

PROF. MADHU DANDAVATE: They are not here.

SHRI SUBRAMANIAN SWAMY: The third point I would like to make is, if Mr. Madhu Dandavate wants revenue, I am shocked to hear what Mr. Raj Mohan Gandhi said that in the pretext of oil crisis you are collecting revenue. This is the value based politics. If this is the meaning of value, then I am afraid this is a very bad commentary on the morality of the Finance Minister, tout if you want money I can say there are a number of ways which can be adopted. There are at least 51 6 P.M. commodities which I have identified which have been put on the OGL by the new Government which can be put back in the restricted list. It will not affect the country very much. But at the same time you will get Rs. 150 crores worth of revenue. So there are alternatives. I would like to know whether the Minister has considered these alternatives also to raise money, because ultimately you cannot cut the consumption of petrol. This is a country whose economy is growing. As somebody pointed out, production of cars is also growing. And, therefore, petrol must be procured from abroad even if we have to pay a higher price. If you want to ,get money, there are ways of doing it without taxing the people.

Finally, I would like to know whether the Minister will give an assurance. This has been said by many

[Shri Subramanian Swamy]

people and I share that view. When the Prime Minister goes, there are eight vehicles. I have counted them myself.

SHRIMATI JAYANTHI NATARAJAN; And two planes.

SHRI SUBRAMANIAN SWAMY: Of course, most of the erring Ministers are from the old Jan Morcha. Old Janata Party people like Prof. Dandavate are somewhat simpler.

SHRI RAM AWADHESH SINGH DR.

RATNAKAR PANDEY: *

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR) All these interruptions will not go on record. Mr. Swamy to continue. No interruptions,

मेरा अनुरोध है कि आप लोग बैठ जाइये।. (व्यवधान)

श्री राम अवधेश सिंह जी और पांडेय जी, आप अगर बाहर जाकर बात कर लें, तो सदन के समय का सदुपयोग होगा। (व्यवधान)

श्री मधु दंडवते। राम अवधेश सिंह जी हम क्लरिफिकेशन करेंगे, हमारे ऊपर छोड़ दें । क्यों प्रोवोक करते हो ?

please.

SHRI SUBRAMANIAN SWAMY: Mr. Ram Awadhesh should give an assurance that 27% of the petrol consumption will be cut by his people.

श्री राम अवधेश सिंह: अगर सही कहना है' तो 52 प्रतिशत कहिए ।

SHRI SUBRAMANIAN SWAMY: There is a saying: "यथा राजा तथा प्रजा"

*Not recorded.

It is no use pointing to what other people are doing in their private capa_ city. First of all, if the Ministers can set the model, others will follow suit. If the Prime Minister says, "I am a simple man, I do not believe in corruption, I do not believe in wasteful expenditure" then he must set an example. I have seen with my own eyes that six vehicles accompany the Prime Minister. I have seen Ministers like the Minister of Commerce, Mr. Arun Nehru. Four vehicles accompany him. There are other also; I would not like to name them. Mr. Mathur agrees that Mr. Vajpayee has also got an extra vehicle.

SHRI JAGDISH PRASAD MATHUR: It is not extra. It is a security vehicle.

SHRI SUBRAMANIAN SWAMY: Of course, Ministers like Prof. Dandavate are still living simple. because they are old Janata Party people.

PROF. MADHU DANDAVATE: That is because, Mr. Vice-Chairman, the terrorists do not take me serioulsy. I do not want security at all.

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): Don't encourage terrorists, Dandavateji?

SHRI SUBRAMANIAN SWAMY: Therefore, I would urge the Minister also to mobilize diplomatic clout— if they have any diplomatic clout— and get more petrol. And save in other areas. There is a lot of luxury consumption being done through imports. The whole OGL policy is going haywire. Review that and save the people unnecessary burden. This is all that I want to say.

KUMARI CHANDRIKA PREMJI KENIA (Maharashtra): Sir, first of all I would like to congratulate the honourable Finance Minister for announcing bold measures to curb consumption of petroleum products, considering the hike in international prices of these products, the situation

in the Middle East and the precarious balance of paymentg position

कुमारी सरोज खापर्डे (महाराष्ट्र) : एक मिनट जरा, सर, मुझे एक संदेह हो रहा है प्रो. मधु दंडवते जी की इतनी लोकप्रियता देखने के बाद, कहीं ऐसा न हो जाय लोकप्रिय प्रधान मंत्री श्री विश्वनाथ प्रताप सिंह जी इनके पीछे कोई पलीता बांध दें, और इनका भी पत्ता काट दें।

PROF. MADHU DANDAVATE: I will seek your security

KUMARI CHANDRIKA PREMJI KENIA: That's all? Anything else, Saroj ji?

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): Madam, you are not chairing. You continue,

KUMARI CHANDRIKA PREMJI KENIA; Sir, I am sure I will be allowed to complete my clarifications without interruptions.

Sir, you have announced that the Central Government staff cars and staff cars of the public sector units will not be used on Sundays. I would like to know the logic behind this particular decision taken by the Government because, as I understand, Sunday being a holiday, it is a rest day for the officers also. In fact, the answer to the acute shortage of petrol and diesel lies in the sharing of the cars by staff members belonging either to the Central Government or to the public sector undertakings. Secondly, you should withdraw the additional cars or surplus cars which are available with the Departments because there is a tendency to misuse the cars for personal purposes. So, my first suggestion will be that there should be sharing of the cars by the Central Government staff as well as the staff of the public sector undertakings, and the surplus cars should be withdrawn.

Secondly, you have reduced the quota of petrol for Ministers in the Central Government by 20 per cent. This is a very good decision taken by the Government because, ultimately, charity begins at home. I would request the Government that the same reduction of quota of petrol should be made applicable to the staff of the Central Government as well as the staff of the public sector undertakings, and the same decision should be made applicable to the State Governments, Corporations and Committees belonging to the State Governments.

My third clarification or suggestion is, you have increased the excise duty on motor cars by 10 per cent *ad valorem.* As I understand, the term "motor car" will include auto-rickshaws and taxis.

PROF. MADHU DANDAVATE: No.

KUMARI CHANDRIKA PREMJI KENIA: Then it is all right.

My last clarification is this: You have made an earnest appeal to private owners of vehicles to give up use of their vehicles for one day in the week. This suggestion may not be adequate or sufficient. In fact, the suggestion made by Mr. Jagesh Desai that on odd dates only cars whose numbers end in an odd digit should be allowed to ply on the roads and on even dates only cars whose numbers end in an even digit should be allowed to ply, should be implemented. I think it is a very good suggestion. In fact, the Government of Maharashtra had set up a high-level Committee, the Chairman of which was the Chief Secretary, and they had also come up with the same suggestion for Bombay. This will reduce congestion also. Finally, I think the measure adopted by the Central Government to curb the consumption of petrol, to close down petrol pumps on Sundays and providing petrol till 7.00 p.m. on the week days, has mis-

fired. A person like me who regularly travels on Sunday because that is a holiday, suffers a lot because most of the time I find that no petrol is available. In fact, all those people who want to get petrol even after 7.00 p.m., it through black market. So, I request the Government to do away with, discontinue this particular measure.

Thank you.

SHRIMATI BIJOYA CHAKRA-VARfTY: Mr. Chairman, I want to ask one question. While proposing to raise the price of motor car, will the Government tak-e into consideration that this move might further in-crease the price of essentials?

Secondly, I want to know whether the hon. Minister proposes to step bank credit to private buyers. If the Government is sufficiently sincere, is it proposing to put total ban on purchase of new cars by the Government and by the public sector for at least five years?

Will the Government appreciate the fact that those who can purchase cars for Rs. 2 lakhs, Rs. 5 lakhs, I think, can very easily afford to spare another additional amount because of the increase by our Minister? How can the hon. Minister explain the fact that this measure will restrain those buyers from purchasing petrol or that this may control the purchase of petrol?

Lastly, I want to know whether the hon. Minister thinks that this abrupt rise in the price is a negative approach on the part of the Government. It may adversely affect common and down-trodden and economically weak people of the country.

Lastly, may I hope that the hon. Minister will come with some positive measures that may stop the purchase of more petrol instead of simply increasing the price of motor cars.

Thank you.

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): Thank you very much. Now the hon. Minister will clarify.

SHRI ANAT RAM JAISWAL (Uttar Pradesh): Sir, one question.

SHRIMATI JAYANTHI NATARA-JAN: If you call from that side, you must call from this side also. *{Interruptions,)* .,,

SHRI ANAT RAM JAISWAL; I will not make any speech. I will pointedly ask one question.

उपसभाध्यक्ष चन्द्रेश पी० ठाकुर : उससे समस्या खड़ी हो जायेगी । बात कर लीजिये मंत्री जी से ।

PROF. MADHU DANDAVATE: Sir, I am thankful to all the Members on both the sides of the House for having sought certain clarifications and helped me in elaborating the statement that I have already made.

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): And all those who have not.

PROF. MADHU DANDAVATE: Yes, yes. In fact, Sir, I am more thankful to those who have not spoken because their silence is more vocal.

Sir, I am thankful to the Members for they have not only sought clarifications but quite a good number of them have made concrete and positive suggestions, and they can rest assured that true to my style of functioning, I shall respond to the positive suggestions that have been made because that will help the country in conserving the petrol stocks and we will be able to save our economy.

One misunderstanding, let me remove at the outset. That misapprehension cuts across party lines. Some

Members on this side and some on the other have also expressed the misapprehension. They feel that it is a back-door entry or a method to mop up revenues to see that the deficit: is reduced. Of course, within three, four days, as promised to you, I am coming out with a complete report for discussion on our performance to restrain the deficit in this country. I will not touch that point just now. But I will only like to tell the hon. Members that I have full respect for their knowledge and information, but sometimes one forgets information. Therefore, I am only reminding them that in the Budget that I have presented to the country for 1990-91 the total tax and non-tax revenue was of the order of Rs. 57,933 crores. Jagesh Bhai rightly pointed out that through this measure the main attempt is not to collect the revenues. In this Rs. 57,938 crores of tax and non-tax revenue, what will be addition to increase of only Rs. 92 crores? I have no patience or calculate the percentage, but you will very[1] well realise that it will be a microscopically small amount. Therefore, mopping up the revenue is not at all the purpose.

SHRI JAGESH DESAI: It is 0.3 per cent.

PROF. MADHU DANDAVATE: Your mathematics is better than mine. I have talked mathematics and you have learnt it. As far as the effort to conserve is concerned, a number of suggestions have been made and I fully accept them. For instance, two hon. Members suggested "Don't only concentrate on trying to conserve petrol, but also try to have methods by which the indigenous production of oil can be augmented". We have three sources for indigenous production. One is in Assam, second in the Bombay High and the third one is the northern Gujarat area. We are trying our best to see that we try to upgrade the technology here and also make best possible efforts to see that some other sources, if they are available through technological development, are found to augment resources. But the bare facts of the situation are that in this country whereas the indigenous production of oil is only of the order of 35.9 million tonnes, total demand—or you can say projected consumption — is 54 million tonnes. Total import is 24.27 million tonnes. We have to take note of the fact that we are getting from USSR 5 million; tonnes via Iraq, we are getting 2.25 million tonnes from Iraq directly, from Kuwait 1.5 million tonnes, and from Iran 1.5 million tonnes. Other countries in the Middle East have also promised. That is how the total import is of the order of 24.27 million tonnes. We want to see that this is reduced. As some Members rightly pointed out, the price in dollars of the crude oil which we are importing has gone up from 16 dollars per barrel *to* 28 dollars per barrel and it is likely to go up. As rightly some Members while seeking clarifications have said increase in the price of one single dollar makes us lose Rs. 400 crores. And since we are going to lose so heavily, we are trying to see in addition to the indigenous sources...

श्री राम नरेश यादव (उत्तर प्रदेश) : उपाध्यक्ष जी, मैं माननीय मंत्री जी से यह जानना चाहता हूं कि जो तेल इंपोर्ट किया जा रहा है, उसकी लागत इस मौजूदा स्थिति में कितनी पड रही है ?

PROF. MADHU **DANDAVATE:** I will come" to that.

मैं अब बोलूंगा तो सारे पाइंट्स इसमें आ जाएंगे ।

I was also pointing out to you that in addition to the indigenous oil, noting that not only the oil coming from these countries is likely to be costly, but may-be it might not be available at all, if the warlike situation develops.. .*{Interruptions)* I will

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anticipate your questions and I will reply. After that if you have anything either you ask me here or let us meet in our Chamber or in your Chamber. I am prepared to be there.

Let me tell you, not only oil has become costly, but because of what is happening in Kuwait and at other places in Iraq, it is likely that we might not be able to have the delivery of oil itself. Therefore, we are trying to devise alternative sources from which we can get oil — Indonesia and Malaysia. Singapore is not at all actually a producer of oil, but from there we can get to the market. Therefore, these are the areas. Iran has also promised to us that they will give us additional quota. Therefore, as pointed out by some of the Members, not only shall we depend upon the imports from traditional countries from which we are importing, but we must be careful enough to devise alternative sources from which we can try to get the oil. We will try to do that.

SHRI VISHVJIT P. SINGH (Maharashtra) : Will you yield for a minute?

The hon. Minister has just made a mention of oil ;from Malaysia. My information is that the Petroleum Ministry had practically signed a contract for the supply of Malaysian oil, which was then scuttled by the Finance Ministry but refusing to release the foreign exchange. Is that true or not? This happened before the crisis, I agree, but did this happen or not? That oil is *no* longer available at, that price.

PROF. MADHU DANDAVATE: As far as the foreign exchange is concerned, the Finance Ministry can sanction the foreign exchange only when it is available. Therefore, at times if we try to restrain the issuance of the foreign exchange, it is not because we have no desire but unfortunately we have not got adequate quantum of foreign exchange.

SHRI KAPIL VERMA (Uttar Pradesh): How much additional foreign exchange you have sanctioned to tide over the oil crisis?

PROF. MADHU DANDAVATE: I should not be misunderstood. When we are dealing with the foreign coun tries and when the international trade relationships are established, it *is* not desirable to release all these figures. On the other day the former Finance Minister also admitted "Weil, I will not press my question". Please do not ask this question in the na tional interest. You can realise that there is reason behind this. You can ask any number of questions after wards but don't disturb me, ... *(Interrupt tions)...*

SHRI VISHVJIT P. SINGH: I just orally brought it on record that you had rejected that case. That is all.

PROF. MADHU DANDAVATE: There is no rejection. We had restrained. That is all right. You can put me on any number of records. You can lay me on the Table of the House also if you want but I will tell you the facts.

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): That is not allowed.

PROF. MADHU DANDAVATE. I am sorry. It would be done with your permission.

SHRI KAPIL VERMA: Will you make available minimum amount of foreign exchange to keep the wheels running?

PROF. MADHU DANDAVATE: That will be made available. Not only that but I will go a step further to give you an information on the event that has taken place. Anticipating that the prices of oil are likely to rise — not anticipating in a war-like situation — very often there are fluctuations in the prices of oil—one good decision was taken

by the Government and it is time our inventory was full—we have seen to it that 2.4 million tonnes of oil was already purchased sufficiently in advance. When this was told in this House — again I don't want to quote Mr. Swamy — that we have sufficient oil for a certain number of days it is because in time we had purchased the stocks of oil which were at a lower level. We did not commit the mistake that we committed at the time of entering into Kuo oil deal and as a result of that some safe position is there. I can assure the hon. Member that in future when we try to devise these internal sources, import sources and also alternate sources, we will try our best to see that we take special precautions to augment our exports, give special facilities and concessions for those industries which try to augment our exports so that the foreign exchange position would be improved and we will have adequate financial resources and foreign exchange reserves so as to purchase essential commodities like oil. We will take care of that.

There was another point that was raised. Let me make it clear. Having made is explicitly clear that out of a total revenue of more than Rs. 57,000 crores only an addition of Rs. 92 crores is going to accrue through this additional excise changes, I wish to make it clear that as in many parts of the world, there are certain fiscal measures that are taken as disincentive measures. We want to see that indiscriminate purchase of cars resulting into further consumption of oil is avoided.

SHRI .JAGESH. DESAI: By this measure you will not get anything.

PROF. MADHU DANDAVATE: That is all right. It is a question of assessment.

SHRI GURUDAS DAS GUPTA: Will the Minister yield for a moment?

PROF. MADHU DANDAVATE: All right.

SHRI GURUDAS DAS GUPTA: Does the Minister consider that this measure that he is harping upon will result in the release of tension in the foreign exchange, strigent condition of our budget and also the serious condition that has been generated by the oil crisis in the Gulf area? Is it that important? Does not the Minister consider this as a margnally important thing? In view of this the Minister consider more stringent measures like rationing? Why has he not taken the decision of resorting to rationing in view of the seriousness?

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): Mr. Gupta, that point you have already made when you were seeking clarifications.

SHRI VISHVJIT P. SINGH: Limit the production of vehicles.

PROF. MADHU DANDAVATE: All right. Your loud suggestion is taken note of. . , .

SHRI S. K. T. RAMACHANDRAN: Provide bicycles to the MPs and a tonga to the Prime Minister. That will be a good suggestion.

PROF. MADHU DANDAVATE; I have listened to your alcohol theory very carefully. I will be responding to that. Let me have a say. You have had your say. *(Interruptions).*

DR. RATNAKAR PANDEY: You cannot understand what he is saying.

PROF. MADHU DANDAVATE: I would like to point out that some hon. Member suggested that more stringent measures should be there. But when.we take up a package of measures somewhere the beginning has to be made. So when we introduced these measures.. . *(Interruption')*,

[Prof. Madhu Dandavate]

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): He is specifically repeating the point; are you planning to resort to rationing and if not, why not?

PROF. MADHU DANDAVATE; Sir, as far as rationing is concerned and certain measures are concerned, if you announce them in advance, in that case, those who want to indulge in hoarding will ,get to know and that will create any number of problems for us.

SHRI SANTOSH BAGRADIA (Rajasthan); But the Prime Minister has announced.

PROF. MADHU DANDAVATE; I have only one request to hon. Members. In pin-drop silence, I listened to the observations of each one of you. Please extend me the same courtesy. You can do anything with petrol but don't do the same thing with me. That is all I am requesting you. Sir when we are suggesting two measures, number one, an increase in the excise duty and also the second stage of trying to bring this down to 20 per cent, it does not mean it is exclusive of all States. As far as rationing and other measures are concerned, we will not make an advance announcement. Just as I am surprised, once in this very House, one hon. Member asked me, will you announce that after six months,' you will resort to demonetisation? "YOU know demonetisation to be announced with six monhts' notice, that will destroy the process of demonetisation itself. Therefore, there are certain measures and when we do it, we will do it in a safe manner, in a lighting manner and not by giving a clue to those who are indulging in hoarding and all that. That is what I want to assure. Then there is a suggestion, will they act as disincentive? It is a method. In a number of countries, this has acted as a disincentive and having made It clear that it is not a revenue collecting or mopping up exercise but it is a disincentive, we are trying to take the risk and I am confident that we will be able to get goods results. But some further steps have been suggested; for example, one concrete sugegstion is that, not only try ot have the curb on more consumption but also try to check the manufacture of cars. That is one additional thing and we will take that measures also.

Further, as Mr. Gurudas Dag Gupta rghtly suggested, there are a number of officers and Ministers who would be getting loans in order to purchase more cars and if we try to put curb on those loans, in that case, that will also save the indiscriminate purchase of cars. It has further been suggested by Dr. Swamy and so many others that if there is a fleet of cars for the security of the Ministers and officers, that itself, causes more consumption. Charity begins at home and I can assure you, as Finance Minister, I never take even one more car for my security. I move in a car without security. You may say that terrorists do not take me seriously. That is why, probably, I do not take security. But I think in this land of Gandhiji, we have ot begin with a way of life which is cons'stent and consonant with the life that Gandhiji led in this country and therefore, I would very much request my colleagues and officers also, let us not make a fetish of security and I think a large fleet of cars is not a status symbol of the politic-ians. *(Interruption).* When I agree with you, you violently disagree with me. I agree with you. I say that a large fleet of cars you carry wiht you, that is not a status symbol because I have no status and even if I have a hundred cars, in that case. It will not add 10 my status at all and I fully agree with your suggestion that in all walks of life, whether they are men of power, whether they are officers or whether thev are Ministers. In all cases, even the pilot cars and the scc-uritv cars can be reduced to the rock bottom minimum. But we cannot deny the fact that in certain respects,

security is a must. In Pune when General Vaidya was killed he was moving without any securty. In fact, all of us raised a lot of hue and cry in Parliament and I was also one among them that when he was made the target....

श्री अनन्त राम जयसवाल : महोदय, जब दूसरा विश्व युद्ध शुरू हुआ था तब तेल का संकट आया था और अंग्रेजो को हमारी बनिस्बत ज्यादा खतरा था लेकिन जब बचत की बात आई तो हमारे यहां उत्तर प्रदेश के जो गवर्नर थे, माननीय हैलट साहब, वह साईकिल पर चलते थे ।

डा० रत्नाकर पांण्य : माननीय उप सभाध्यक्ष जी, एक मिनट..(**व्यवधान**) माननीय मंत्री जी ने स्पष्ट किया कि वह अकेले गाड़ी पर चलते हैं । इस सरकार के एक महान व्यक्तित्व हैं । इनका एक आदर्श चरित्र है । इसलिये हम चाहते हैं कि इनसे प्रेरणा लेकर लोग पेट्रोल की खपत कम करें और जो लोग मिसयूज करते हैं उस पर रोक लगे । प्रधानमंत्री जी, तो गांधीजी को भूल चुके हैं । इसलिये हम चाहते हैं कि ऐसे गांधीवादी व्यक्ति को ही प्रधानमंत्री बनाया जाय ताकि यह समस्या हल हो सके ।

श्रीमती सत्या बहिन (उत्तर प्रदेश) : सभी की इच्छा यही है ।

PROF MADHU DANDAVATE Sir, who becomes the Prime Minister of the country is fortunately not in the hands of my friend Hatnakar Pandey-ji. Therefore, let us not go into that

point. आपकी दुआ रही तो बहुत अच्छा है। धन्यवाद ।

Sir, there is a suggestion that loans should not he given in an indiscrrmin-ate manner. I fully accept that suggestion. There is another suggestion that there should be a curb On the manufacture. In fact, there is one way we can tackle this problem in. The former, old Congress party had taken a decision. When a former President of India was the Industry Minister, he had made a declaration in this very House that the general policy regarding the expansion of automobile industry would be that expansion would take place only in the case of public transport and we would not concentrate on private motor-cars. I do not want to tell you why that policy was changed at a later stage. But I would very much like that policy to revive. If We are able to allow some years for the expansion of only public transport and try to curtai the manufacture of private cars, I would be very happy and it is worthwhile moving in that direction I wish to make it extremely clear — because I think there WAS a misunderstanding— that the cars to which we have made a reference in the statement exclude trucks for freight traffic. They exclude also taxis. They exclude public transport buses. They also exclude three-wheelers 'and other vehicles which are used for common man's travel. They are completely excluded. Onlv the other cars which by and large become luxury items are there. And in order to see that petrol consumption is reduced, we have put certain disincentives.

Then there is one more sugegstior made by some Members. They have suggested that abolition of octroi *as* far as possible should be undertaken. Jad,geshji is here. He knows how the problems, when we try to tackle them, create difficulties irrespective of whether we belting to the ruling party or the opposition party. Though theoreti-callv sometimes we say that octroi should be abolished, when it comes to the local bodies, there is always a difference of opinion and they say that their resources are getting destroyed and therefore, unless and until we are able to provide them the alternative sources of revenue, they are not prepared to accept this.

SHRI KAPIL VERMA; In U.P. they have abolished it.

PROF. MADHU DANDAVATE: Everywhere it is not happening. U.P. is not Bharat. And therefore, I would like to tell you. *(Interruptions,)*

SHRI KAPIL VERMA; When they can do it in U.P., it can be done at other places also.

PROF. MADHU DANDAVATE; We have to work out this issue by crea ting a public opinion in the local bo dies and also municipal organisations where even the Congress party and non-Congress parties are ruling. Take, for instance, the Bombay Corporation. In a number of municipalities, you find that the opposition and the ruling party come together and say, "No. We are not going to tolerate. Unless we ere able to mop up the revenue, we are not going to allow this." These are the problems. No doubt they are desirable. There are certain difficulties and they have to be taken into acc ount. If we make up, our mind and even against the popular feeling inside the local bodies, we decide to go ahead, I think that experiment can be tried. And it has been tried in some places. As he rightly said, in U.P. and in some, other places, it is done. It can be repeated in a number of pla ces. Then there was a reference that Ministers and officers should also tra vel in Matadors. Of course, it will be an ideal thing. But looking at the pat tern of functioning of the admin"'stra-tors and also the Ministers, if at a fixed time all the Ministers had to go to the Parliament or to their offices, in that case there are' Members' on both the sides who have occupied the offices 6f Ministers ____

SHRI-KAPIL VERMA: what about those who are going to occupy?

PROF. MADHU DANDAVATE; I expect you to be a Minister. Those who were Ministers or who are at the present time Miinsters know that as a populist measure I can give a slo gan. But for instance, for certain ur gent meetings, important tasks, going from one place to another.....

श्री अनन्त राम जायसवाल : चीन ने करके दिखाया है..

प्रो० मधु दंडवते : चीन ने बहुत करके दिखाया है, लेकिन अभी जो हुआ है चीन में वह जाकर देखिये..

श्री अनन्त राम जायसवाल : आपसे ज्यादा अन्न पैदा कर लिया है, आपसे ज्यादा स्टील पैदा कर लिया है।

प्रो० मधु दंडवते : आप ऐसा क्यों समझते हैं कि आप जो कह रहे हैं, हम उसके खिलाफ हैं..

I am pointing it out to you. It can be done in a phased manner, but if you feel that the final solution is there, it is not always possible. And, therefore, it can be a good populist measure but it will not be hundred per cent possible. I think we can try to organise the transport in such a manner that even if in a few cars we are able to transport a number of officers and, if possible, Ministers, would be happy to apply that particular methodology and I am not av-erse to that, but it cannot be done in a simplified manner.

There are also suggestions made by certain Members that while trying to tackle the problem, we should try to have an improvement in our technology so that we are able to have a more fuel-efficient technology. While one of the Members.....

SHRI KAPIL VERMA; And what-about alcohol, Sir?

PROF: MADHU DANDAVATE; I am coming to that. I am coming to alcohol, Sir. One of the Members suggested that even in some of the

countries technology based on alcohol has been utilised and it has been found that in some respects though the effi ciency is not hundred per cent, as far as expenditurewise structure is con cerned, it is more paying. Now let us try. After all, alcohol is an element which is to be used for trial and error. And I can assure the hon. Members—, because it is an expert advice and made by a person who is conversant with technological details, we will try to get it examined from technological' experts, and if we come to the con clusion that that technology is worth emulating in our country, I can assure you, provided of course they come to the conclusion, not you and I, — be cause experts must come to the con clusion that such a technology can be made— that we are prepared to acc ept that... *(Interrhptions)*.... I think this is called in economics 'diver sification'. And if it is diverted from drinking to technology, it will be a very healthy diversification. And I am all for that because I am one among those who do not drink. Therefore, I am morally with you on this issue.

श्री सुरेन्द्रजीत सिंह अहलुवालिया : आपको कैसे स्वाद का पता लगा ?

प्रो० मधु दंडवते : मुझे पता नहीं था, मैंने तो आपके ऐक्सपीरियेंस से सीखा है....

श्री सुरेन्द्रजीत सिंह अहलुवालिया : महोदय, मैं आपके माध्यम से बताना चाहता हूं कि मैं भी आपकी तरह टी-टोटलर हूं, शराब का शौकीन नहीं रहा हूं, मेरी अनभिज्ञता से आपको पता लगा है, तो धन्यवाद। आप कुछ नहीं जानते ....[व्यवधान]

श्री विश्वजित पृथ्वीजित सिंह : ये न मीट खाते हैं, न मांस खाते हैं, केवल मंत्रियों को खा जाते हैं ...(व्यवधान)

प्रो० मधु दंडवते : अहलुवालिया जी, मैं तो यही कह रहा था कि नान-ड्रिंकर

SHRI SUBRAMANIAN SWAMY: Why is your name Madhu if you do not know anything about it?

PROF. MADHU DANDAVATE: Madhu also means honey and Madhu also means wine.

Sir, there are some other suggestions. For instance, one of the suges-tions is that if we give a disincentive for use of more and more cars, in the case there will be less manufacture of cars and some sort of interpretation is put that if the manufacture of cars becomes less, in that case the problem of unemployment will get aggravated. Therefore, we have to make some sort of a balance between the two measures. Some people demand less manufacture of cars. But it is done beyond a partis cular point, in that case there might be a large-scale retrenchment and, therefore, this has to be done in a balanced manner. And, therefore, this has to be done in a balanced manner. And I can assure the House that we will try to keep that in mind...

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): But; that applies to distilleries and if you stop them, then employment there goes down.

PROF. MADHU DANDAVATE: As far as dstilleries are concerned, maximum balance is needed because that gives you balance of mind. Therefore, that is absolutely necessary...

श्री सुरेन्द्रजीत सिंह अहलुवालिया : जो कार मैन्यूफेक्चरर हैं कम से कम उन पर यह पाबन्दी तो लगा सकते कि मारुति 18 कि०मी० जाती है, अम्बेसडर 10 कि०मी० जाती है और फिएट 12 कि०मी० जाती है तो अगर वह 18 कि०मी० से नीचे लायेंगे तो उनको... (व्यवधान)

PROF. MADHU DANDAVATE. That problem is not so easy because as far as Maruti cars are concerned, there is also a pattern of traffic. If a Maruti car is allowed to move in large cities Where there are good roads, it is very useful. If you go for a journey outside the city and especially in the rural areas, in that case, as far as durability is concerned, there is a danger...

SHRI S. S. AHLUWALIA: You are wrong. You don't know about the clearance capacity of a Maruti car; it is better than that of an Ambassador.

आज बारिश में आपने सड़कों पर देखा होगा अम्बेसडर खड़ी हैं, फिएट खड़ी लेकिन मारुति नहीं खड़ी है... (व्यवधान)

SHRI JAGESH DESAI: I have gone to Badrinath by a Maruti car.

PROF MADHU DANDAVATE; I have followed your point I can assure the honourable Ahluwaliaji, if your expert advice on the technology of a Maruti car, as far as its dura bility and petrol consumption is con cerned is correct; in that case we are prepared to learn from your expert knowledge. Bue we must get in tested. That is all that I am saying. We will examine that. We will ex amine the suggestions that you have made. But ultimately you and I are not experts in technology. Probably you might be an expert, I am not. Therefore, we will 'get your expert advice tested by experts. If in that a preferential treatment is to be given to a particular car, as far as manufacture is concerned, we can decide the policy regarding manufacture of cars. As far as the other points are concerned, they have been noted by me. by me. Some suggestions have been made. I 'can assure this House that in bringing ■ this particular . measure before you there is no political motivation at all. What could be the political motivation in conservirg petrol, unless you feel that ' this measure is inadequate? All the suggestions that the honourable Members have made, even the suggestion made by Shri Ahluwalia, we will take note of them...

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): So is also a Member.

SHRI S. S. AHLUWALIA: I am a Member and I am a Sardar. That is why he was quoting me.

PROF. MADHU DANDAVATE: 1 have no animus against Sardars because there was one great Sardar, Sardar Petel, in this country. How can I make any discrimination? Therefore, all the valuable and constructive suggestions that the honourable Members from sides of the House have made, I accept them_ A little provocation here and there was there. But I never get provoked. After all, in a debate unless there is a little storm a title breeze, there is no joy. *(Interruptions)* Don't get provoked now...

श्री सुरेन्द्रजीत सिंह अहलुवालिया : मैं जानना चाहता हूं कि मैंने जो सवाल किया था कि जब से आपने पेट्रोल की कीमत बढ़ाई है और 12 घंटे पेट्रोल पम्प बन्द किये हैं तब से पेट्रोल की कंजम्पशन में कमी आई है या बढ़ोतरी हुई है ?

प्रो० मधु दंडवते : मैं इसका जवाब देना चाहता हूं कि जो मैजर्स हमने इंटरोड्यूस किये हैं, जैसा मैंने अपने स्टेटमेंट में कहा है, इतने चन्द दिनों के अन्दर कुछ नहीं कहा जा सकता । लेकिन एक्साइज ड्यूटी बढ़ाने के बाद और डेप्रेसिएशन वगैरह कम करने के बाद अगर आप 10 दिन के अन्दर पूछें क्या अफेक्ट हुआ...

श्री सुरेन्द्रजीत सिंह अहलुवालिया : मैं आज की बात नहीं कर रहा हूं। जब से नेशनल फ्रंट गवर्नमेंट ने तेल की कीमत बढ़ाई और 12 घंटे पेट्रोल पम्प बन्द किये....

प्रो० म धंडवते : आप गलत कह रहे हैं । कुवैत की सिच्युएशन खराब होने के बाद हमने कई मैंडर्स लिये हैं। यह दो मैंडर्स हमने अभी लिये हैं। मैं नहीं समझता कि ये मैंडर्स ऐसे हैं कि दस दिन के अन्दर, दो महीने के अन्दर या एक महीने के अन्दर उसका कोई अफेक्ट होगा । लेकिन मैं आपके सामने यह जरूर बताऊंगा कि ये मैंडर्स इंटरडक्ट करने के बाद उसका नतीजा क्या होगा, फ इनशियल नतीजा क्या होगा । मैं आपके सामने इस बारे में अपनी रिपोर्ट रखूंगा। ऐसी जल्दबाजी में रिपोर्ट नहीं दे सकता। धन्यवाद। **(व्यवधान)**

श्री राम नरेश यादव : मैंने सवाल किया था कि जो तेल आयात किया जा रहा है वह कितने करोड़ रुपये का है ? कितना सरकार खर्च करने जा रही है ? इसके बारे में मंत्री महोदय ने कहा था कि मैं उत्तर दूंगा और उत्तर दिया नहीं । **(व्यवधान)**

प्रो० म धंडवते : मैंने आंकड़ों अपेक्षित तरीके से बताये थे, हिसाब करके नहीं बताये थे । यादव जी, आपको याद होगा, मैंने कहा था कि सारा आयात जो हम कर रहे हैं वह 24.27 मिलियन टन है और यह बताया था कि शुरू में 16 डालर एक बैरल की कीमत थी और अभी वह शायद 27 या 28 डालर **(व्यवधान)** हो सकती है नहीं 30 डालर हो,

We are getting from some other sources, we are getting from various sources and you can calculate at 28 dollars per barrel for 24,27 milion tonnes.

SHRI JAGESH DESAI: You are purchasing it at a fixed price or at spot price?

यह हिसाब आप लगा लीजिये तो आपको पता चल जायेगा । यह कैलकुलेशन मैं आप पर छोड़ देता हूं।

MG I PMRND—466 Rs.—400—2341-90

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): Now, there is an important thing. The consequential notification, as a result of the statment, will be laid on the Table of the House by Shri Anil Shastri

PAPERS LAID ON THE TABLED Contd.

Notification of the Ministry of Finance (Department of Revenue)

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI ANIL SHASTRI Sir, I beg to lay on the Table a copy (in English and Hindi) of the Ministry of Finance (Department of Revenue) Notification No. 136|90-Central Excise, dated the 22nd August, 1990, seeking to increase the tariff race of excise duty on motor cars and other motor vehicles covered under sub-heading No .8703.00 in the Schedule of the Central Excise Tariff Act, 1985 from 40 per cent to 50 per cent, together with an explanatory memorandum thereon.

THE VICE-CHAIRMAN (PROF. CHANDRESH P. THAKUR): The House now stands adjourned till 11-00 A.M. tomorrow.

The House then adjourned at forty-seven minutes past six of the clock till eleven of the clock on Thursday, the 23rd August, 1990.